Connecting Clearwater

An Active Transportation Plan for the City of Clearwater

Technical Appendix

Connecting Clearwater
Active Transportation Plan

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Existing Conditions Report

Connecting Clearwater
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FINAL

Existing Conditions

Active Transportation Plan

Prepared for:
City of Clearwater

Prepared June 2025

CLEARWATER

Connecting Clearwater
Active Transportation Plan

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Introduction

The City of Clearwater Active Transportation Plan (ATP), known as Connecting Clearwater, will serve as a roadmap to enhance active transportation facilities within the city. This document summarizes the existing conditions assessment that was conducted through the lens of the Active Transportation Plan's key objectives:

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 adjacent communities.
2. Improve transportation safety outcomes for people outside of motorized vehicles, including pedestrians, bicyclists, and other non-automobile transportation system users.
3. Develop a feasible project list that can be implemented as standalone projects, as a part of other planned transportation system improvements, or as a part of the development process, that can be integrated with the 2045 Comprehensive Plan and the Advantage Pinellas Active Transportation Plan (2024).

Throughout this document, all references to pedestrians are inclusive of people with disabilities who use mobility aids (i.e., scooters, manual and electric-powered wheelchairs) to access public pedestrian walkways.

This document is organized around the following main topics:

- Policies and goals
- Land use and people
- Existing road types and facilities
- Collision analysis
- Level of Traffic Stress for Bicyclists and Pedestrians
- Travel Access Analysis
- Planned Facilities
- Public Participation

For some of the topics, separate memorandums have been prepared, with this document providing a summary of results and the supporting documents provided as an attachment.

Policies and Goals

To support the development of the ATP, a review of relevant plans and policies from the City of Clearwater, Forward Pinellas, Pinellas County, and the Florida Department of Transportation (FDOT) was conducted to identify policy guidance that helps support the implementation of the ATP as well as identify potential barriers to plan implementation.

The following City of Clearwater documents were reviewed:

- Clearwater 2045 | Comprehensive Plan
- Shifting Gears: Bicycle and Pedestrian Master Plan
- Clearwater Downtown Redevelopment Plan
- Complete Streets for Clearwater Implementation Plan
- US 19 Zoning District and Corridor Plan
- Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines.
- Various land development codes

The following Pinellas County documents were reviewed:

- PLANPinellas: Countywide Comprehensive Plan

The following Forward Pinellas Documents were reviewed:

- Countywide Plan
- Advantage Pinellas (2050 Long Range Transportation Plan)
- Advantage Pinellas Active Transportation Plan
- Complete Streets Grant Program
- Bike Share Feasibility Study
- Safe Streets Pinellas
- SR 60 Corridor: Multimodal Implementation Strategies

A summary of each document is provided in **Attachment A**. Some documents identify potential walking and bicycling projects in the City of Clearwater, which were used as a starting point for the future active transportation network.

The documents also establish a policy framework for the project, which indicates that there is strong policy framework at the city, county and MPO level that supports the development of active transportation facilities within the city and provides guidance for balancing tradeoffs between completing transportation system demands. The policy review also helped to inform development of guiding principles for the Active Transportation Plan.

Guiding Principles

To guide the identification of specific projects, policies, and strategies, guiding principals were developed based on the existing conditions assessment described in this document, as well as project goals, feedback from the Technical Advisory Committee (TAC), steering committee, the existing policy framework, and future policy opportunities. The three Guiding Principles include:

- **Safety –** as one of one of the most dangerous regions in America for people walking and bicycling, improving transportation safety outcomes is a key priority. All projects, policies, and strategies will be evaluated through a safety lens.
- **Health –** there are disproportionate impacts in some communities related to transportation safety and health outcomes, partially due to fewer transportation options. Prioritizing active transportation improvements in communities where there has historically been less investment is a priority.
- **Connectivity and Comfort –** providing comfortable and direct routes of travel to a variety of land uses has been identified as a priority by the steering committee and the public to access educational, employment and shopping opportunities by a variety of travel modes. This priority is echoed in the policy framework.

Land Use and People

Land use, population density, demographics, and development patterns combined with their interface to the transportation system are key predictors of how people will travel, including their travel mode. This section describes some of the non-roadway elements that are considered in the ATP process.

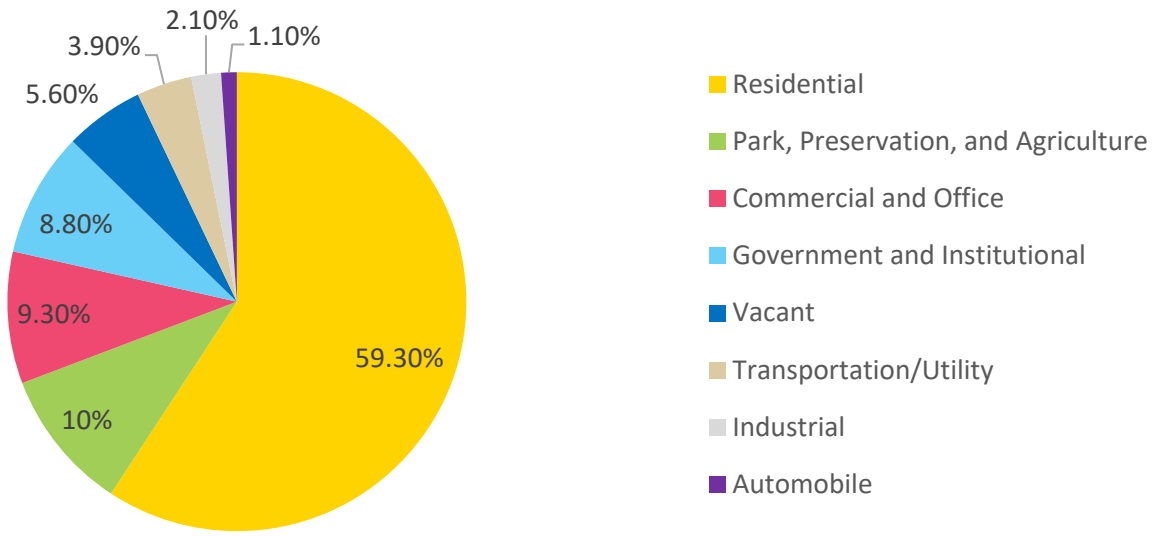
Land Use

Clearwater is the third-largest city in the Tampa-St. Petersburg-Clearwater Metropolitan Statistical Areas and has a population of approximately 117,000 people (2022 Census) and 68,600 jobs, within a land area of 26 square miles. Like most of Pinellas County, Clearwater is generally built-out, with growth in population and jobs expected to occur when parcels are redeveloped with higher densities and/or changed land uses. The city's 2045 Comprehensive Plan projects an increase of about 5,000 to 6,000 residents over the next 30 years, representing a modest annual growth rate of about 0.15%.

Clearwater is a popular destination for seasonal residents and tourism. During peak season, which is typically January through March, but can extend from October to May, the population increases due to seasonal residents (the population numbers above include some seasonal residents who call Clearwater home for at least 6 months out of the year, but not the full year) between 5% and 10%. In 2024, there were an estimated 16 million visitors to Pinellas County, with Clearwater seeing record breaking visitor numbers.

Land uses in Clearwater, excluding beaches and waterways, are primarily residential, comprising approximately 60% of the land area. The remaining land supports a variety of uses, including recreation and open spaces (10%), commercial and office spaces (9%), governmental and institutional facilities, including schools, (9%), transportation and utility infrastructure (4%), industrial areas (2%), and automobile-related services (1%). **Figure 1** shows the relative distribution of land uses by land area, which also comprises 5% of undeveloped land. Beaches and waterways are not included in these calculations.

Figure 1: Existing Land Uses by Percentages in Clearwater



Source: Clearwater 2045 Comprehensive Plan, January 2024

More information about existing and future land uses can be found in the Clearwater Comprehensive Plan, January 2024.

The County Seat is currently located in Clearwater. There are plans to relocate County offices to a new county complex in the City of Pinellas Park in the next few years. This relocation would provide redevelopment opportunities for the parcels currently occupied by county-related functions.

Population and Jobs

Approximately 117,000 people live in the City of Clearwater, 12% of Pinellas County population, and there are 68,660 jobs, or 14% of the countywide total. According to 2022 population estimates prepared by the Office of Economic and Demographic Research, the population of Clearwater is projected to be 123,000 by 2045. **Table 1** summarizes the population and job density in Clearwater with a comparison to Pinellas County. The existing population and job density, and projected population density were also calculated for Clearwater and Pinellas County for comparison.

Table 1: Population and Job Density

Variable	City of Clearwater	Pinellas County	Notes
Existing Population	116,689	974,689	2022 Census Data
Projected Population (2045)	122,713	1,025,900 (medium/BEBR)	2045 population estimates from Comprehensive Plan / BEBR
Existing Employment (number of jobs)	68,668	484,609	2022 LEHD
Size (land only - square miles)	26.1	274	City of Clearwater Municipal Boundary Area and Pinellas County
Existing Average Population Density (people/square mile)	4,471	3,558	-
Projected Average Population Density (people/square mile)	4,702	3,744	-
Existing Average Job Density (jobs/square mile)	2,631	1,769	-

Notes: Longitudinal Employer-Household Dynamics (LEHD) data is based on tabulated and modeled administrative data provided states to the Census Bureau related to unemployment earnings, and the quarterly census of employment and wages. Additional information can be found here: https://onthemap.ces.census.gov/ Source:https://bebr.ufl.edu/wp-content/uploads/2024/01/projections_2024.pdf, Office of Economic and Demographic Research, LEHD Data; Fehr & Peers, 2025

As population density increases, higher levels of walking and bicycling may occur, as more land uses are proximate. However, the quality and perception of safety for the walking and bicycling infrastructure, along with area demographics, play a large role in an individual's decision to walk or bike. **Figure 2** shows the existing population density by census tract within the city.

Demographics

A demographic assessment was conducted to identify key population characteristics that could contribute to an increased reliance on walking and bicycling as transportation modes, with information for all of Pinellas County provided for comparison purposes. Populations that are reliant on non-auto travel modes, with limited access to walking and bicycling facilities, could be at higher risk for being involved in a crash that results in a fatal or severe injury. For the purposes of this analysis, the Environmental Justice Report prepared by Forward Pinellas for the 2050 Long Range Transportation Plan (https://forwardpinellas.org/document-portal/2045-final-environmental-justice-analysis-report/) was used as the basis for identification of underserved communities as more current information from USDOT through the Equitable Transportation Community (ETC) is no longer available. Based on the analysis completed by Forward Pinellas, a census tract receives an emphasis area designation if it meets the following criteria:

1. Above Average Minority Population
2. Minority No Vehicle Access and Population Below Poverty Above Average
3. Minority Limited English-Speaking Households Above Average
4. Areas with All Equity Emphasis Criteria (Listed Above) Above Average

At a countywide level, 64% of people live in a census tract that meets at least one of the criteria, and 9% live in a census tract that meets all three criteria. Within Clearwater, 95% of people live in a census tract that meets at least one of the criteria, and 33% of the population lives in a census tract that meets all three criteria. **Figure 3** displays the number of criteria each census tract in the city meets.

In addition to the demographic information used to identify Emphasis Areas for the regional LRTP, other demographic information for the city and county was summarized, as presented in **Table 2**, which shows that Clearwater residents tend to be younger than the county as a whole, have similar levels of auto ownership, slightly lower average commute times, and similar levels of people under 65 who have a disability. Approximately 15% of Clearwater residents live in households with income below the poverty level, about 45% higher than the countywide average.

Figure 2: Existing Population Density by Census Tract

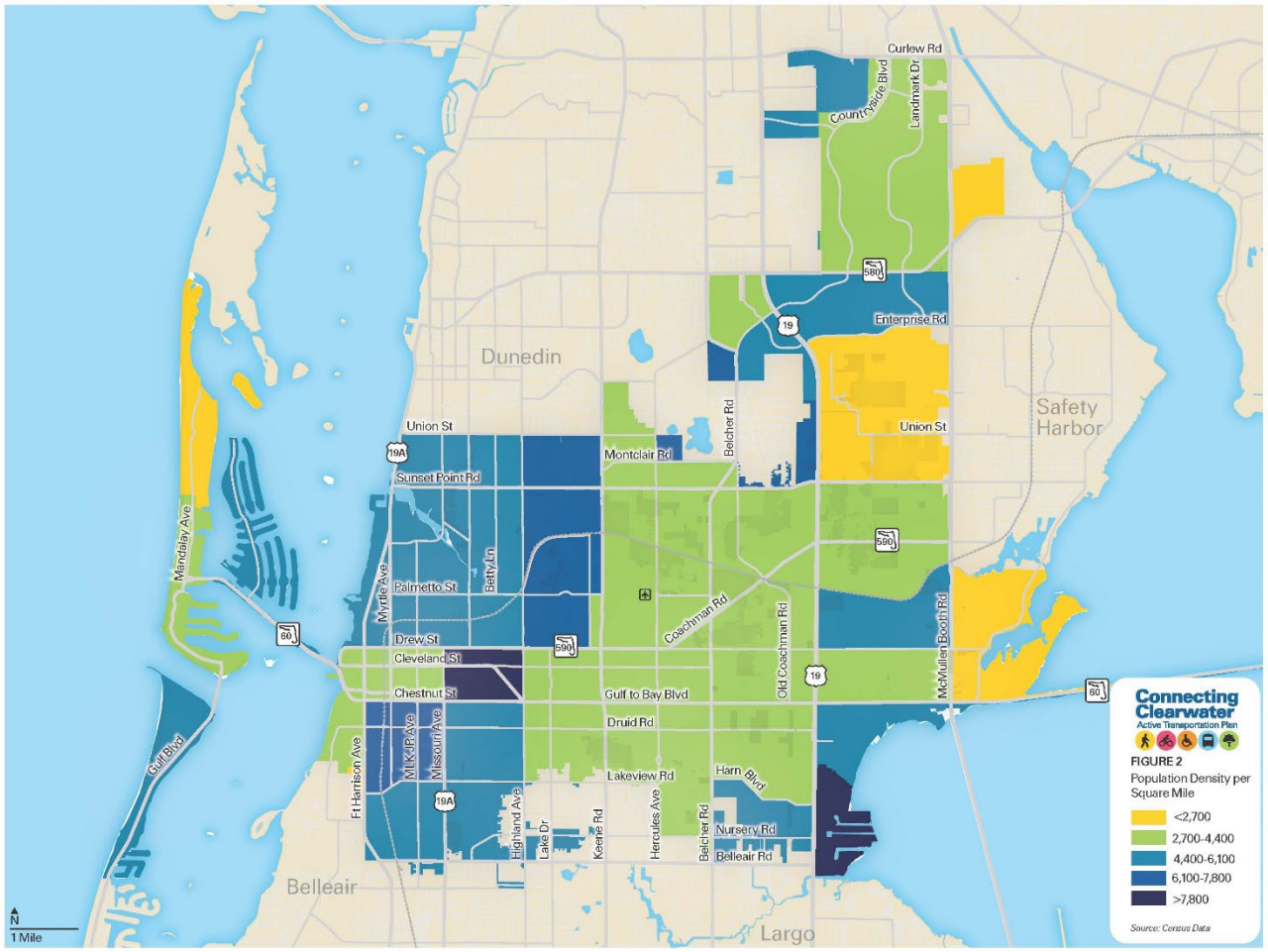


Figure 3: Forward Pinellas LRTP Emphasis Areas in Clearwater

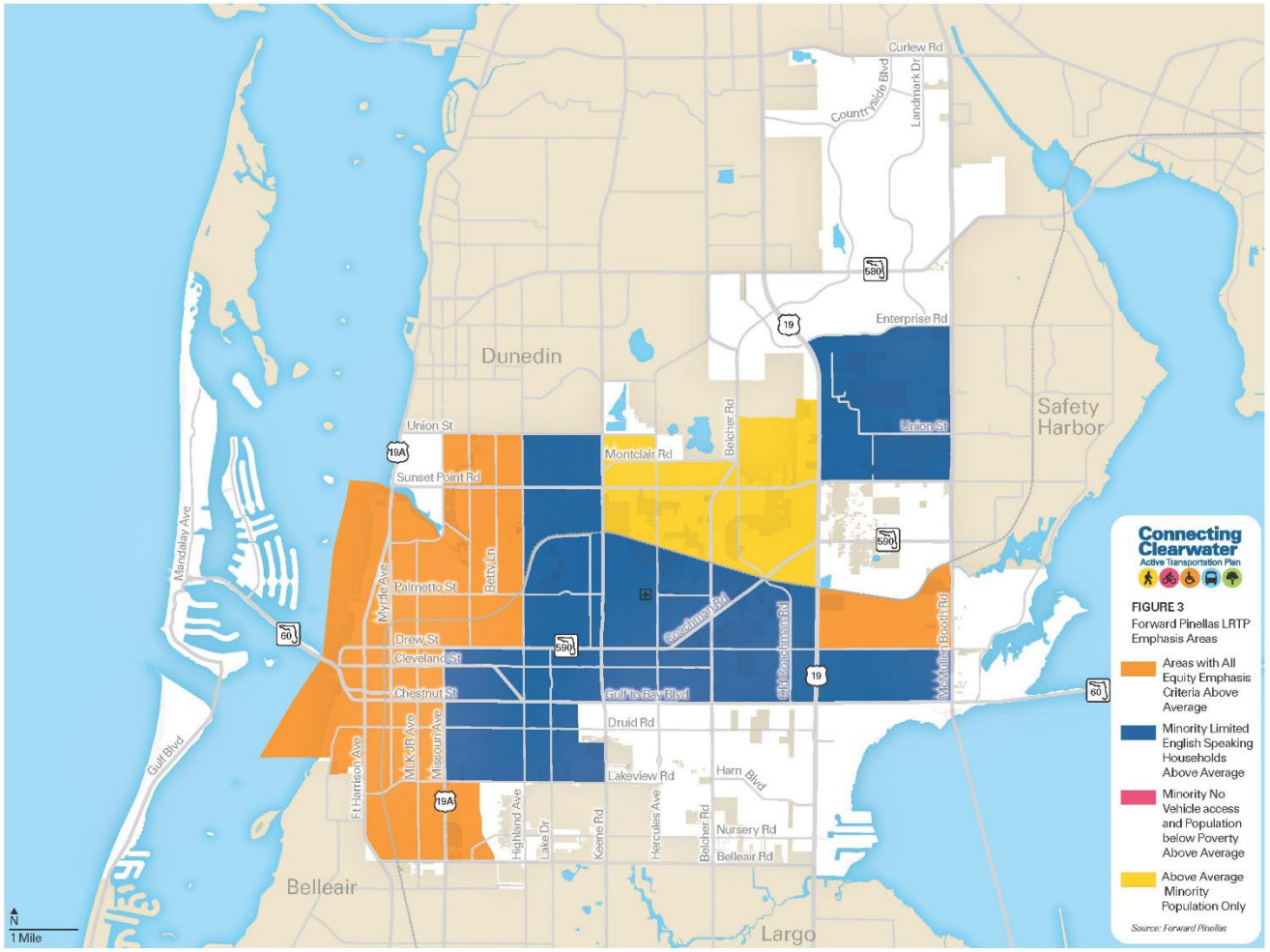


Table 2: Demographic Summary

Variable	City of Clearwater	Pinellas County	Notes
Population Below the Poverty Level	15.4%	11.3%	2023 5 Year ACS
Owner Occupied Housing Units	59.1%	69.4%	2023 5 Year ACS
Renter Occupied Housing Units	40.1%	30.6%	2023 5 Year ACS
Owner Occupied Households with No Vehicle	3.6%	3.6%	2023 5 Year ACS
Renter Occupied Households with No Vehicle	12.9%	12.7%	2023 5 Year ACS
Population under 18 years old	16.9%	15.1%	2023 5 Year ACS
Population 65 or older	23.7%	27%	2023 5 Year ACS
Population under age 65 with a disability	10%	10.1%	2023 5 Year ACS
Average travel time to work	23.2 minutes	25.3 minutes	2023 5 Year ACS
Population in Forward Pinellas LRTP Emphasis Areas (%)	95%	65%	Forward Pinellas

Source: 2023 5 Year American Community Survey (ACS) Data and US Department of Transportation (USDOT).

Travel Mode Share

The mode of travel a person will select for a specific trip depends on many factors, including:

- Destination distance
- Trip purpose
- Travel costs, including parking
- Availability of a vehicle or bicycle
- Proximity and frequency of transit at both ends of the trip
- Personal disability
- How many people are traveling
- Transportation infrastructure, such as the presence of sidewalks and bicycling facilities

A variety of data was used to assess the factors noted about, including from the Census Bureau, Florida Department of Transportation (FDOT) and travel model information. Data for work trips is the most readily available data from the Census, which shows that most people who work in the region drive a car or carpool to their place of employment, with about 4.5% of residents in the region walking, biking, or taking transit to work, as shown in **Table 3.**

With an average commute time over 20 minutes, most people likely live beyond a walkable or bikeable distance from their workplace, contributing to the high reliance on driving and the limited use of active transportation. Although more than one-third of residents have a commute time greater than 30 minutes, about 12% of Clearwater residents have a commute time less than 10 minutes – these shorter trips, if currently taken in a car, could potentially be converted to walk or bike trips of the appropriate infrastructure is provided. Less than 4% of Clearwater residents walk, bike or take transit to work, lower than the countywide average. Approximately 14% of Clearwater residents work from home, less than the countywide average of almost 17%. People working from home may have more flexibility/desire to walk or bike to destinations in their neighborhoods for recreation, exercise or errands.

Table 3: Travel Mode Share

Variable	City of Clearwater	Pinellas County	Notes
Average Travel Time to Work (min)	23.2 minutes	25.3 minutes	2023 5 Year ACS
Percent of Workers with Travel Time to Work > 10 minutes	12.1%	11.4%	2023 5 Year ACS
Percent of Workers with Travel Time to Work > 30 mins	33.6%	34.1%	2023 5 Year ACS
Workers age 16+ Means of Transportation to Work: Public transportation (excluding cab)	0.8%	0.9%	2023 5 Year ACS
Workers age 16+ Means of Transportation to Work: Bicycle/Motorcycle/Taxicab	2.0%	2.4%	2023 5 Year ACS
Workers age 16+ Means of Transportation to Work: Walk	1.1%	1.2%	2023 5 Year ACS
Workers age 16+ Means of Transportation to Work: Worked from Home	14.2%	16.6%	2023 5 Year ACS

Source: 2023 5 Year American Community Survey Data.

The Florida Department of Transportation (FDOT) conducted a statewide survey in 2021 related to transportation use (documented here: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/planning/customers/2021survey.pdf?sfvrsn=1afde675_4). While the responses are only available at the FDOT district level, people in District 7, which includes the City of Clearwater, reported that about 17.7% walk for travel at least 4 times a week, 9.2% bicycle for travel at least 4 times a week, and about 3.8% use transit at least 4 times a week for travel. These results include all trip purposes, so while commute modes are one indicator of the potential level of walking and bicycling in a community, commute trips represent a small percentage of overall trips people make.

Other Trip Data

To assess the relative levels of walking and bicycling in different parts of the city as well as the potential for existing vehicle trips being converted to walking or bicycling trips if a more extensive and safer network of walking and bicycling facilities was provided, data from a model known as Replica was used to assess the relative level of walking and bicycling in different parts of Clearwater, as well as average trip lengths.

Replica is a nationwide activity-based travel demand model with detail down to the census block group and local street level. It uses several data sources to inform its model, including connected vehicle, location-based services, and readily available traffic count and transit data. While this model does not represent an absolute number of people walking or biking, it provides a good estimate of the relative level of walking and biking, and trip length information by census tract. Data reflective of activity levels within Clearwater and the surrounding communities reflective of Spring 2024 was used to help inform this analysis.

Figure 4 shows the relative level of pedestrian activity by census tract, normalized by the size of the census tract on a square mile basis. Walk trips are the highest near Clearwater Beach, Downtown, along the Gulf to Bay Corridor, with other neighborhood hot spots of activity. Bicycling trips are concentrated in the same areas as pedestrian trips, but with a few additional neighborhoods with higher levels of bicycling activity, as shown on **Figure 5**.

As described previously, most trips in Clearwater are made in an automobile. One of the goals of the plan is to develop a network of active transportation facilities that allow people to walk and bike for more trip purposes. Shorter trips have a greater probability of becoming walking or biking trips, with the proportion of trips that are two miles or less shown on **Figure 6** based on the origin of the trip and eight miles or less shown on **Figure 7** based on the origin of the trip. Short trips – a mile or less are candidates for conversion to walking trips – especially if there is a direct walking route with other amenities, like shade trees, and if there might be challenges finding a parking space. Longer trips might be candidates for conversion to a bicycling trip.

Figure 4: Relative Level of Pedestrian Trips Per Square Mile

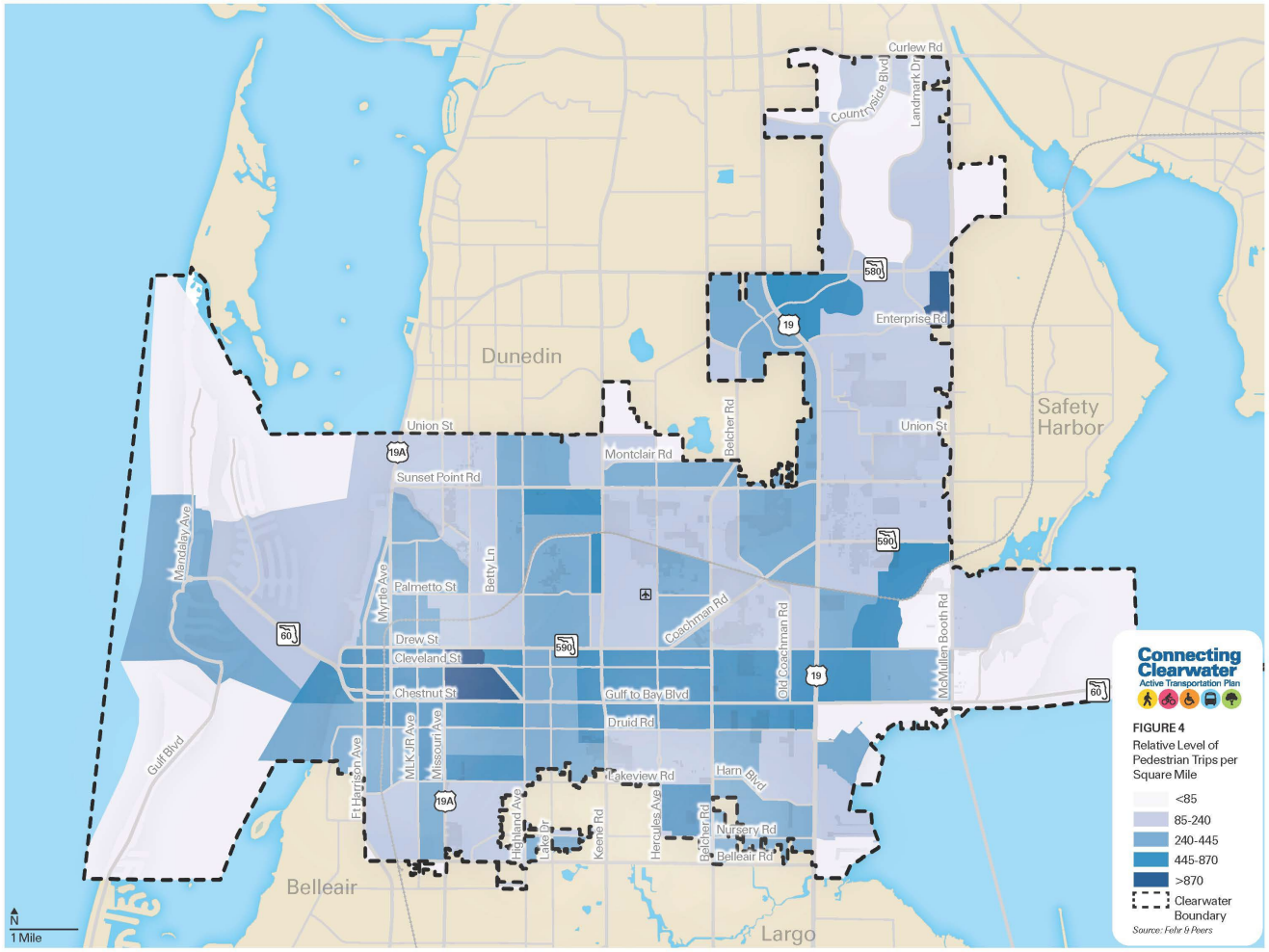


Figure 5: Relative Level of Bicycle Trips Per Square Mile

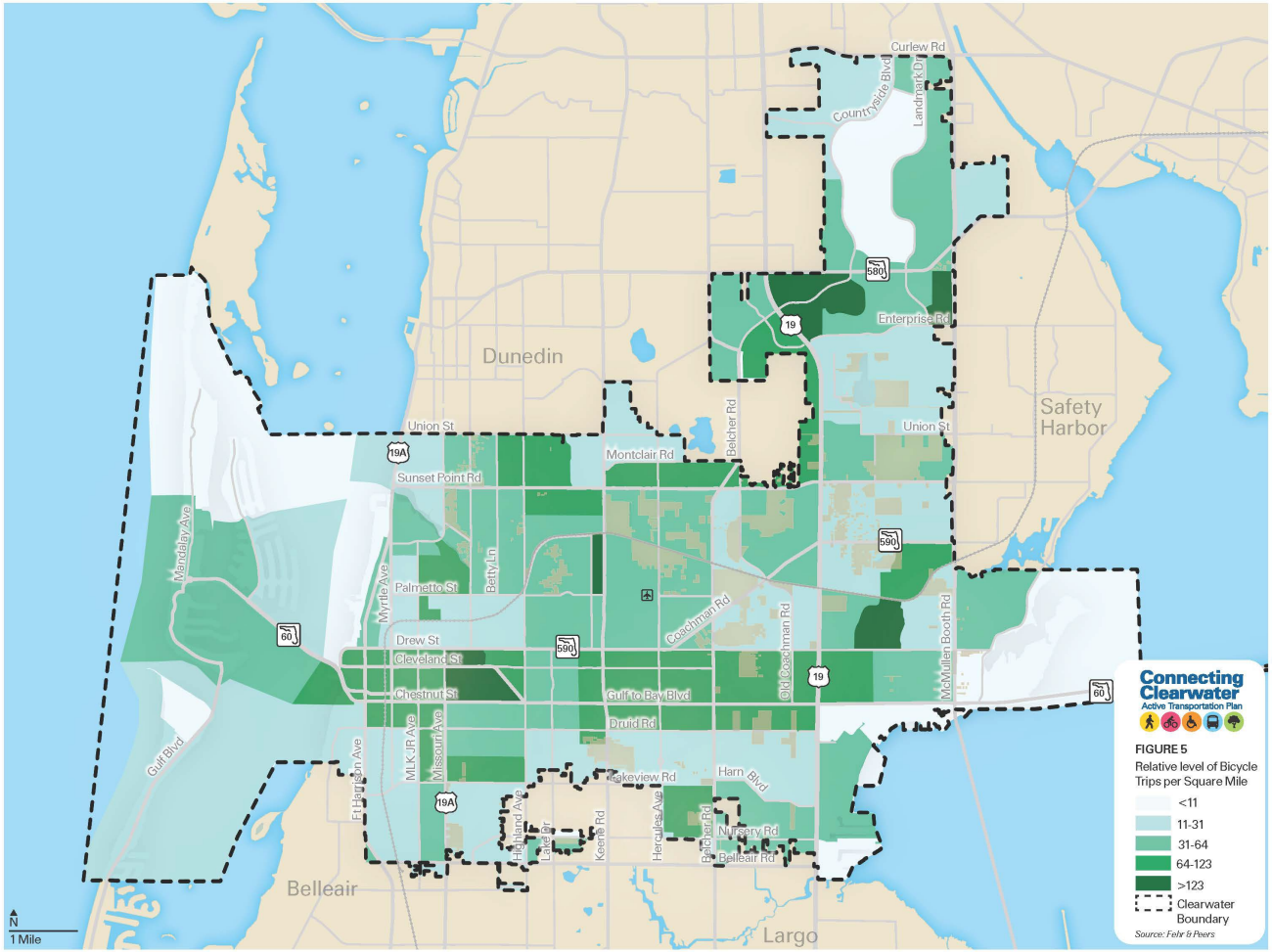


Figure 6: Relative Level Automobile Trips Less than Two Miles Per Square Mile

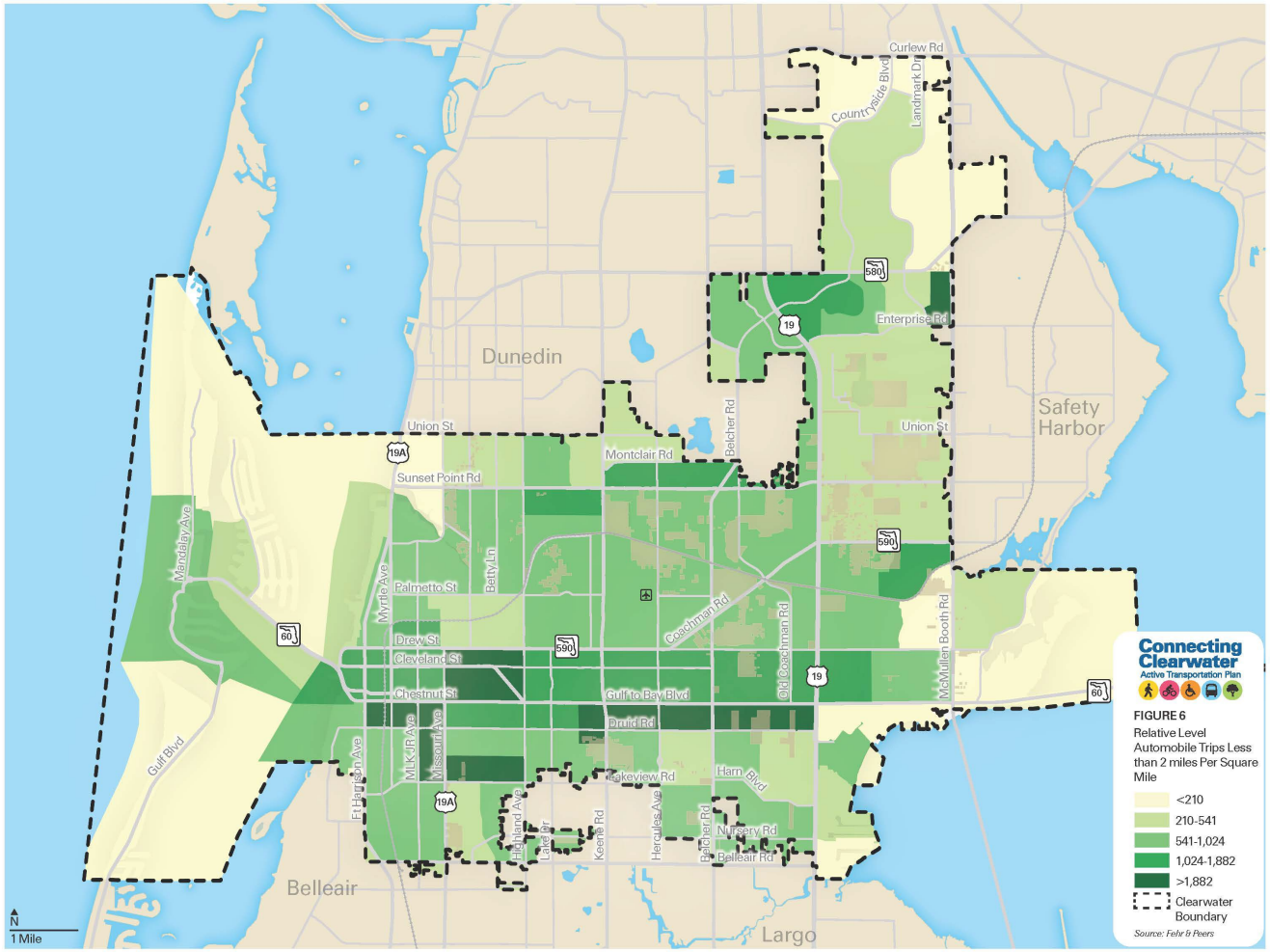
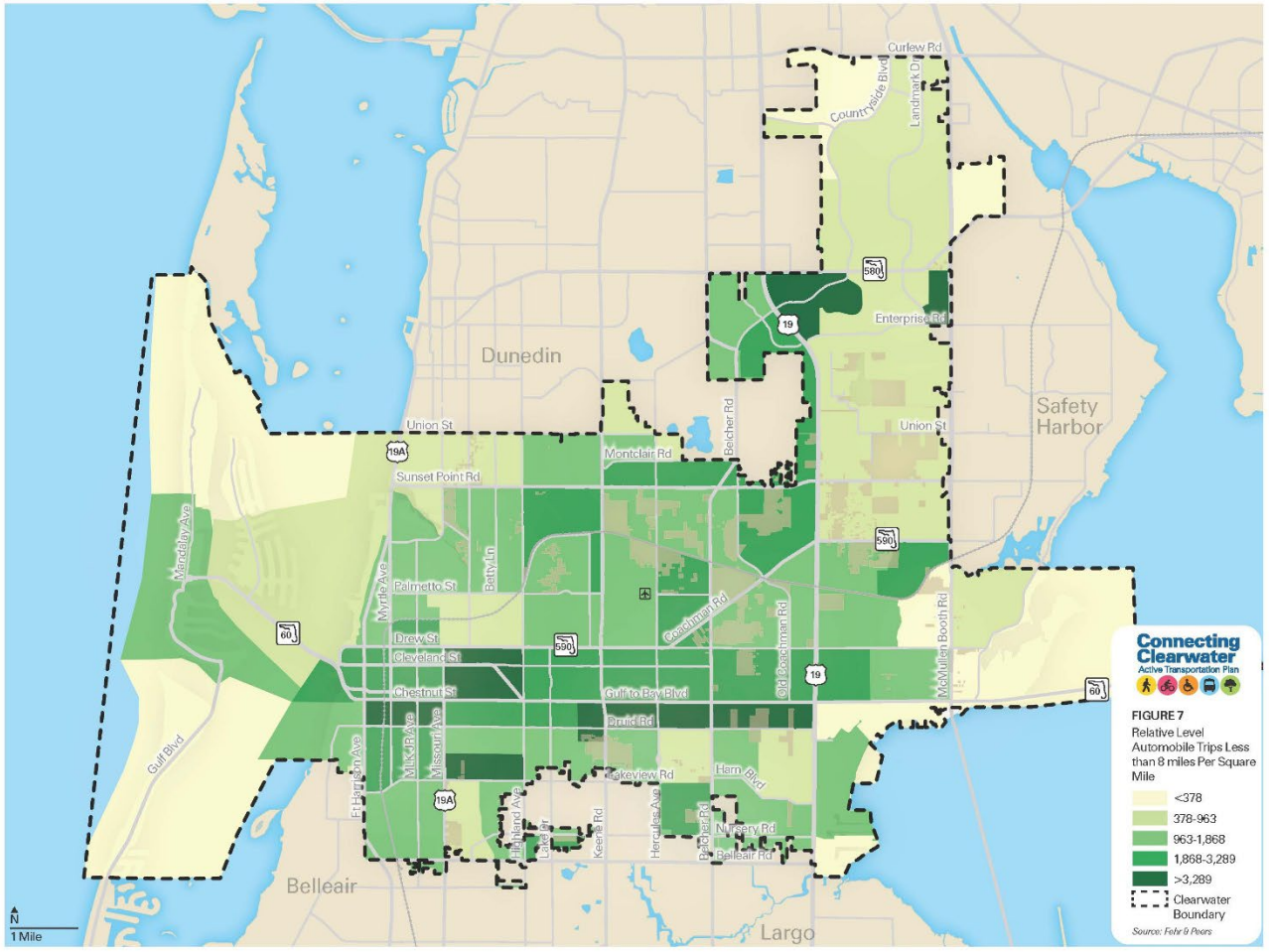


Figure 7: Relative Level of Automobile Trips Less than Eight Miles Per Square Mile



Existing Road Types and Facilities

This section describes the existing roadway network, including bicycle and pedestrian facilities. This information will help the project team identify opportunities for new and enhanced facilities to include in the plan. This section is divided into the following subsections:

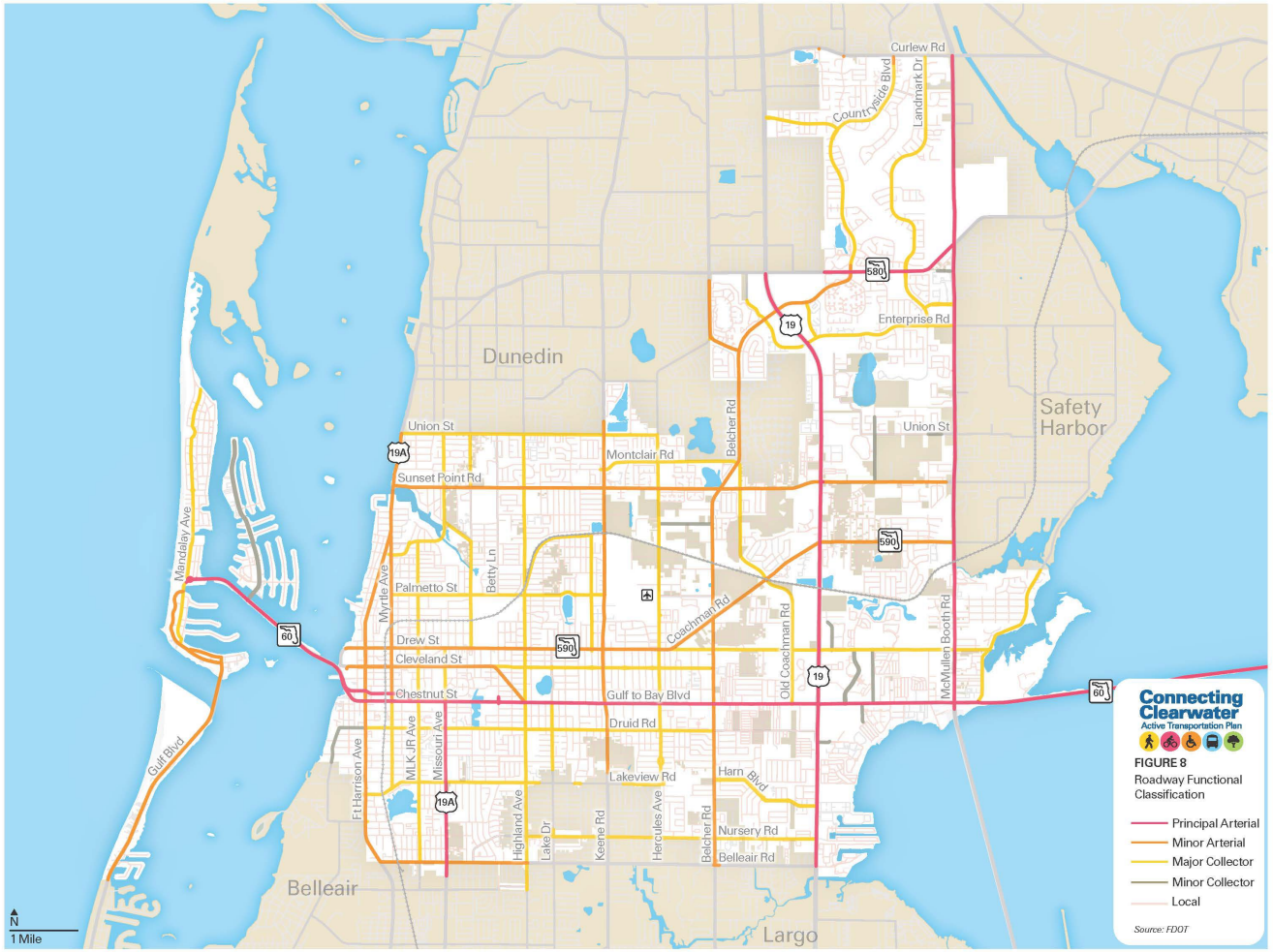
- Roadway Network
- Bicycle Facilities
- Pedestrian Facilities
- Transit Facilities
- Mobility Trends

Road Network

The city's transportation network consists of approximately 517 centerline miles of roads and trails, including off-street trails (33 miles) and roads (484 centerline miles). The road network (excluding off-street trails) is categorized into three types of road facilities, arterials (principal and minor), collectors (major and minor) and local streets, excluding limited access facilities. One mile of a single roadway, regardless of the number of lanes, is called a centerline mile. Of the vehicular street network, local streets comprise about 77% of the total mileage, while collectors are about 13% and arterials are about 10% of the roads, with approximately 61 miles of collectors and 51 miles of arterials. The ownership of these streets is divided among three jurisdictions: Florida Department of Transportation (FDOT), Pinellas County, and the City of Clearwater.

The city maintains approximately 416 miles of streets, while Pinellas County maintains approximately 43 miles, and FDOT maintains approximately 26 miles. **Figure 8** shows the roadway classification in Clearwater.

Figure 8: Clearwater Roadway Network by Classification



Posted Speed Limits

One of the key inputs to the level of traffic stress (LTS) analysis, presented in a subsequent section, is the speed at which vehicles are traveling adjacent to a walking or bicycling facility. Speed is one of the biggest factors in the outcome of a collision, as the faster a vehicle is driven, the greater the likelihood that someone will be seriously injured or killed as the result of a collision, with people walking and bicycling being disproportionately hurt or killed. Walking or bicycling adjacent to fast-moving vehicles can also feel uncomfortable to some. A summary of the existing posted speed limits is shown on **Table 4** providing the lane miles for each speed category by road classification. Most roadways on the road network have a posted speed limit of 25 mph or less, with local streets the majority of roads in. Collector and arterial roads have higher posted speed limits and comprise a smaller overall percentage of roads. A consideration of where to invest in active transportation facilities and selection of the appropriate facility type is the speed at which people will be driving. On roadways with high travel speeds, a separation or physical barrier between the bicycling or walking facility would be desirable while on a slow speed roadway, less separation may be needed.

Table 4: Centerline Miles by Posted Speed Limit and Facility Type

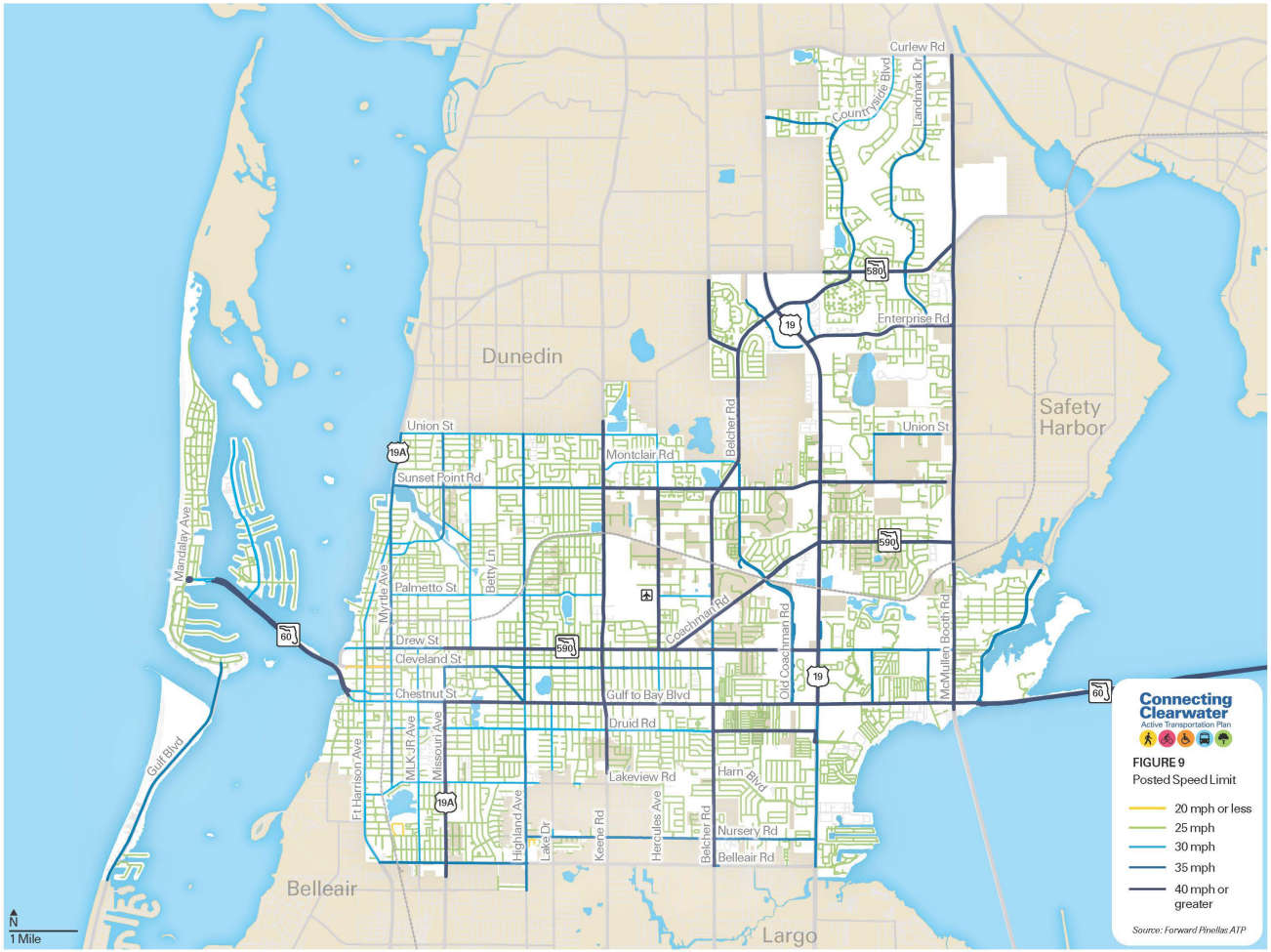
Posted Speed Limit	Local	Collector	Arterial	Total
20 mph or less	0.9	0	2.2[1]	3.1
25 mph	368.5	14	2.8[2]	385.3
30 mph	2.4	24.5	5.6[3]	32.5
35 mph	1.3	22.2	10.8	34.3
40 mph or higher	0	4.4	37.4	41.8
Total	373.1	65.1	58.8	497.0

Notes: Centerline Miles represent the total length of a given road from a start point to an end point. This mileage does not factor in the total number of lanes or other features, like shoulders and turn lanes. Transportation facilities also include 33 miles of off-street trails, not included in this table.

1. Includes a portion of Cleaveland Street through downtown that is currently closed to vehicles.
2. Arterial roads that have a posted speed of 25 or 30 MPH include, but are not limited to, parts of Ft Harrison Avenue, Gulfview Boulevard, Court Street, Chestnut Street.

Source: City of Clearwater, Pinellas County, and FDOT, as summarized by Fehr & Peers, 2025

Figure 9: Posted Speed Limits



Vehicular Traffic Volumes and Travel Lanes

The amount of vehicle traffic and the number of travel lanes on a roadway is also an input to the level of traffic stress analysis. Roadways with higher vehicle volumes increase potential exposure and conflicts between all roadway users, and roadways that have multiple lanes in each direction are typically designed for high levels of peak period travel and usually have excess capacity during off-peak travel times that can encourage people to drive faster than the posted speed limit. **Figure 10** shows the average annual daily traffic (AADT) and **Figure 11** shows the number of travel lanes for each roadway segment within Clearwater.

Figure 10: Existing Average Annual Daily Traffic

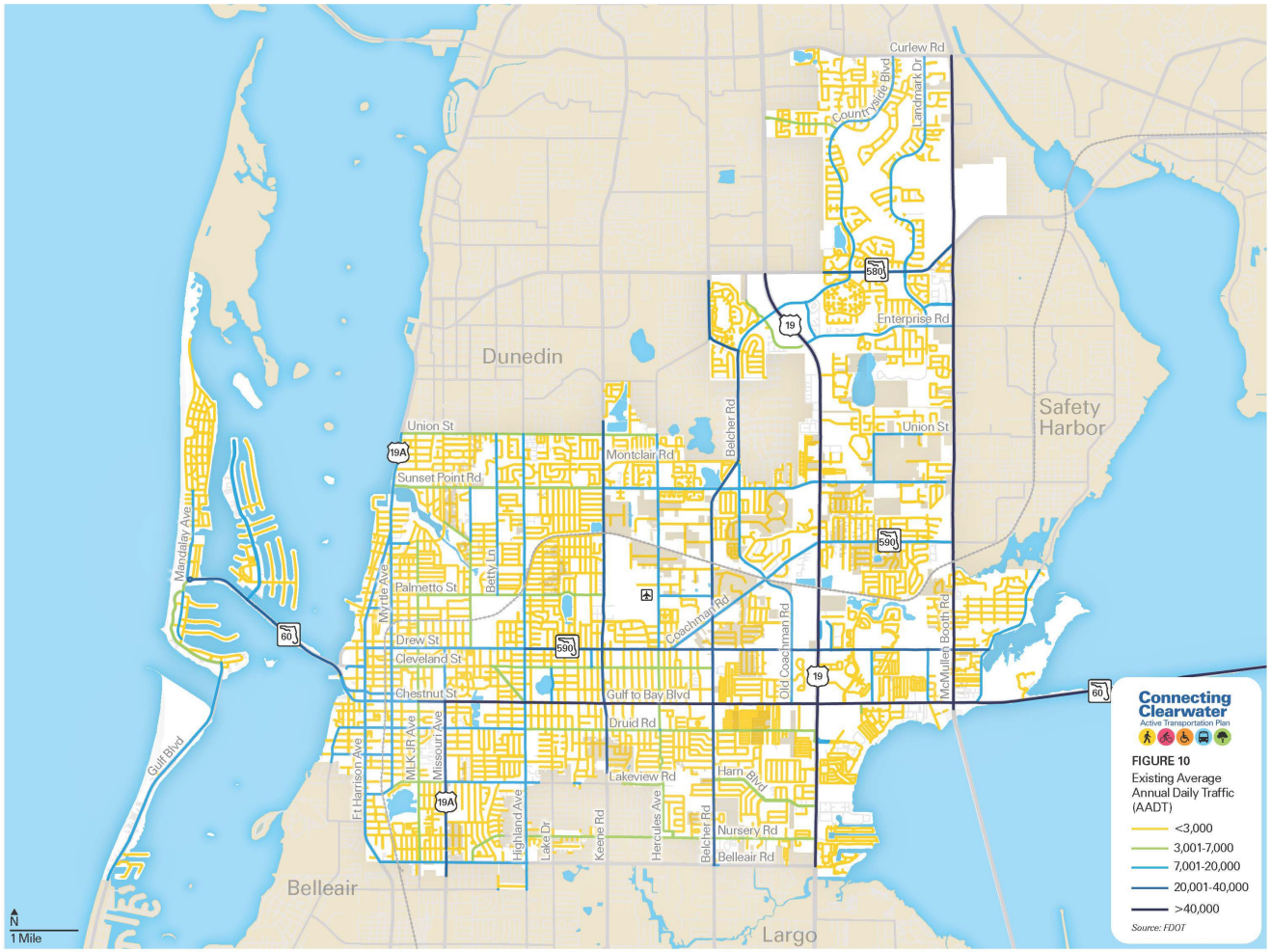
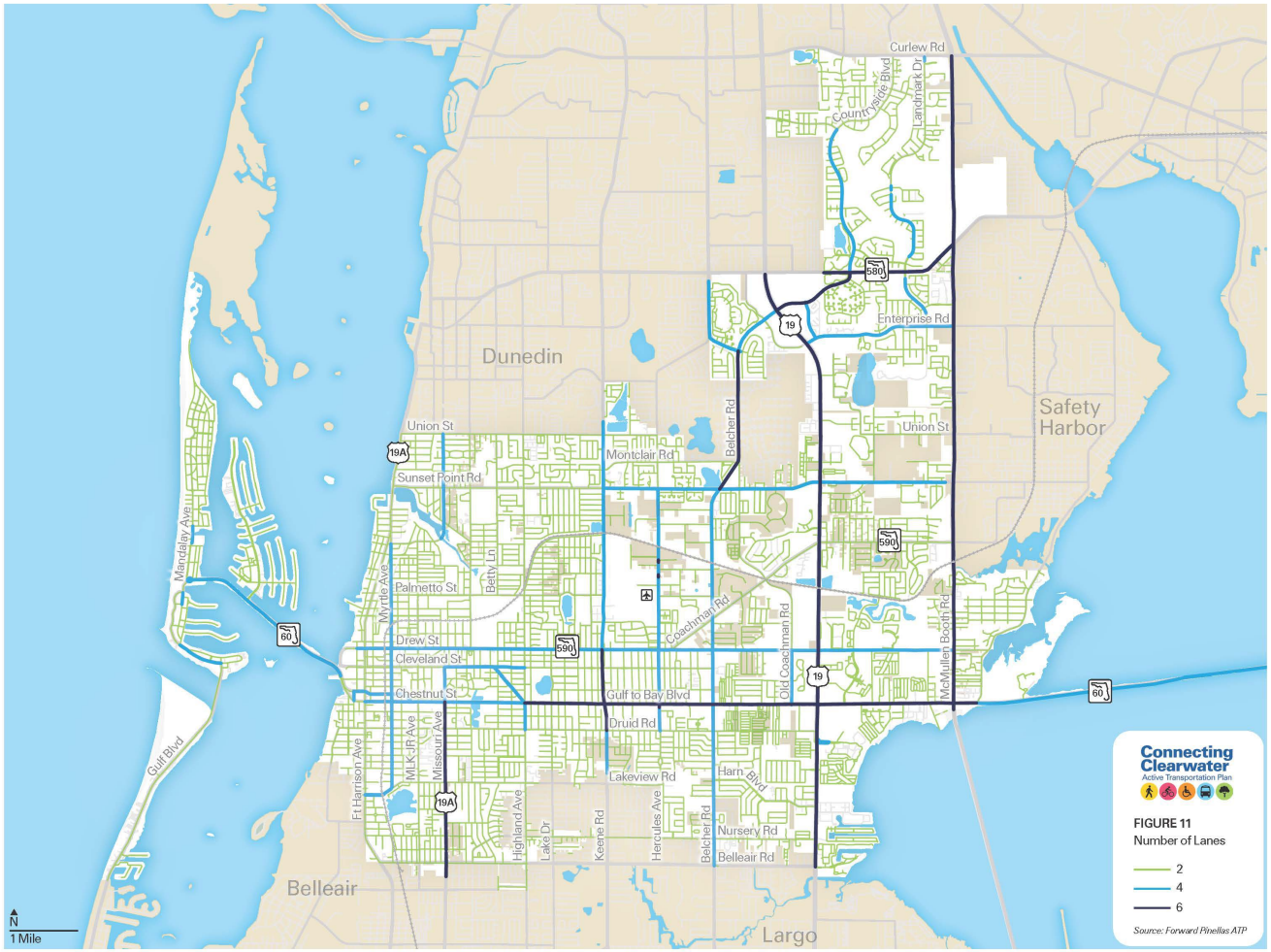


Figure 11: Existing Number of Travel Lanes



Bicycle Facilities

This section describes the type and location of existing bicycle facilities in the City of Clearwater, with existing bicycle facilities shown on **Figure 12.** The map categorizes bicycle facilities into off-street and on-street facility types, with additional information provided below.

Off-Street Bike Facilities: This category includes facilities that are separate from the vehicular travel way, including trails and urban trails.

Image 1: Trail Example (Pinellas Trail)

Trails are facilities that are separated from the vehicular travel way for use by bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Conflicts between trail users and people driving exist at crossing locations. Trails are typically 12-feet wide, with a 2-foot unpaved shoulder on both sides of the trail, but can be reduced to 10 feet when there are right-of-way or environmental conditions, like a mature tree or wetlands area, that preclude a wider path (See **Image 1**). In areas where there is a high demand for walking and biking, the trail may be wider than 12-feet. The Pinellas Trail is an example of a Trail.

Image 2: Urban Trail Example (Druid Trail)

Urban Trails are facilities that are separated from the vehicular travel way for use by bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users in an urban environment. They are typically 10-feet wide, with a 6-foot buffer provided between the vehicular travel way and the trail. In more constrained settings and on roadways with a lower posted speed limit (30 mph or less), a minimum of a 2-foot buffer between the vehicular travel way and the trail is permitted. Druid Trail is an example of an existing Urban Trail (**Image 2**). Urban Trails are also known as Shared Use Paths (SUPs).

On-Street Bike Facilities: This category includes on-street bicycle facilities, including cycle tracks, bike lanes, and shared lanes.

Cycle Tracks are an exclusive bicycle facility that combines the user experience of a separated path with the on-street infrastructure of a conventional bike lane. There are many different types of cycle tracks, with some common elements. They provide space that is intended to be exclusively or primarily for bicyclists, and are separated from vehicle travel lanes, parking lanes and sidewalks. Cycle tracks can be either one-way or two-way, on one or both sides of a street, and are separated from vehicles and pedestrians by pavement markings or coloring, bollards, curbs/medians or a combination of these elements. Pinellas Trail through Downtown Clearwater is an example of a cycle track (**Image 3**).

Image 3: Cycle Track Example (Pinellas Trail through Downtown Clearwater)

Bike Lanes are dedicated, on-road bicycle facilities that are at least 4-feet wide and designated through signage and pavement markings (**Image 4**). Prior to 2016, the minimum required width for a bicycle lane was 4-feet on FDOT facilities. Since that time, the standards have been updated to reflect a wider range of bicycle facility types, with the guidance to provide the bicycle facilities in the following priority order as conditions permit:

Image 4: Bike Lane Example (Drew Street)

1. 7-foot buffered bicycle lane
2. 6-foot buffered bicycle lane
3. 5-foot bicycle lane
4. 4-foot bicycle lane

As roadways undergo periodic resurfacing, there may be opportunities to upgrade on-street bicycle facilities to current standards.

Paved shoulders are on roadways that do not have a dedicated bicycle facility or bicycle facility signage, but that have a paved shoulder that's at least 4-feet wide. Portions of US 19 south of Gulf to Bay Boulevard have paved shoulders.

Shared Lane markings are pavement markings indicating that cyclists should be expected in the travel lane **(Image 5**). They are often used in constrained settings to connect more comfortable facilities when there are limited other options. The sharrow placement is used to direct bicyclists where they should be positioned in the lane, traversing the arrows.

The bicycle facility types described above are all currently provided in Clearwater. Other facility types exist in other Florida cities and beyond that could be considered as a part of this ATP, including protected bikeways, separated bike lanes, and buffered bike lanes. Protected bikeways include a physical barrier between the bicycling facility and vehicular travel way, like concrete barriers or parked cars. A separated bikeway is separate from facilities provided for pedestrians; a cycle track is a form of separated bikeway. A buffered bike lane provides a painted buffer between the bicycle lane and the vehicular travel lane. It can also include a low-profile barrier, like a cycle lane separator.

Image 7: Protected Bike Lane Example

Image 5: Buffered Bike Lane with Cycle Lane Separator

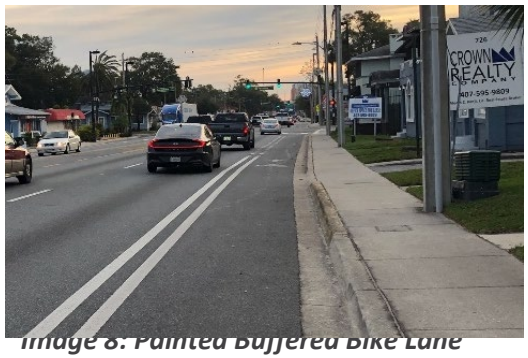


Image 8: Painted Buffered Bike Lane

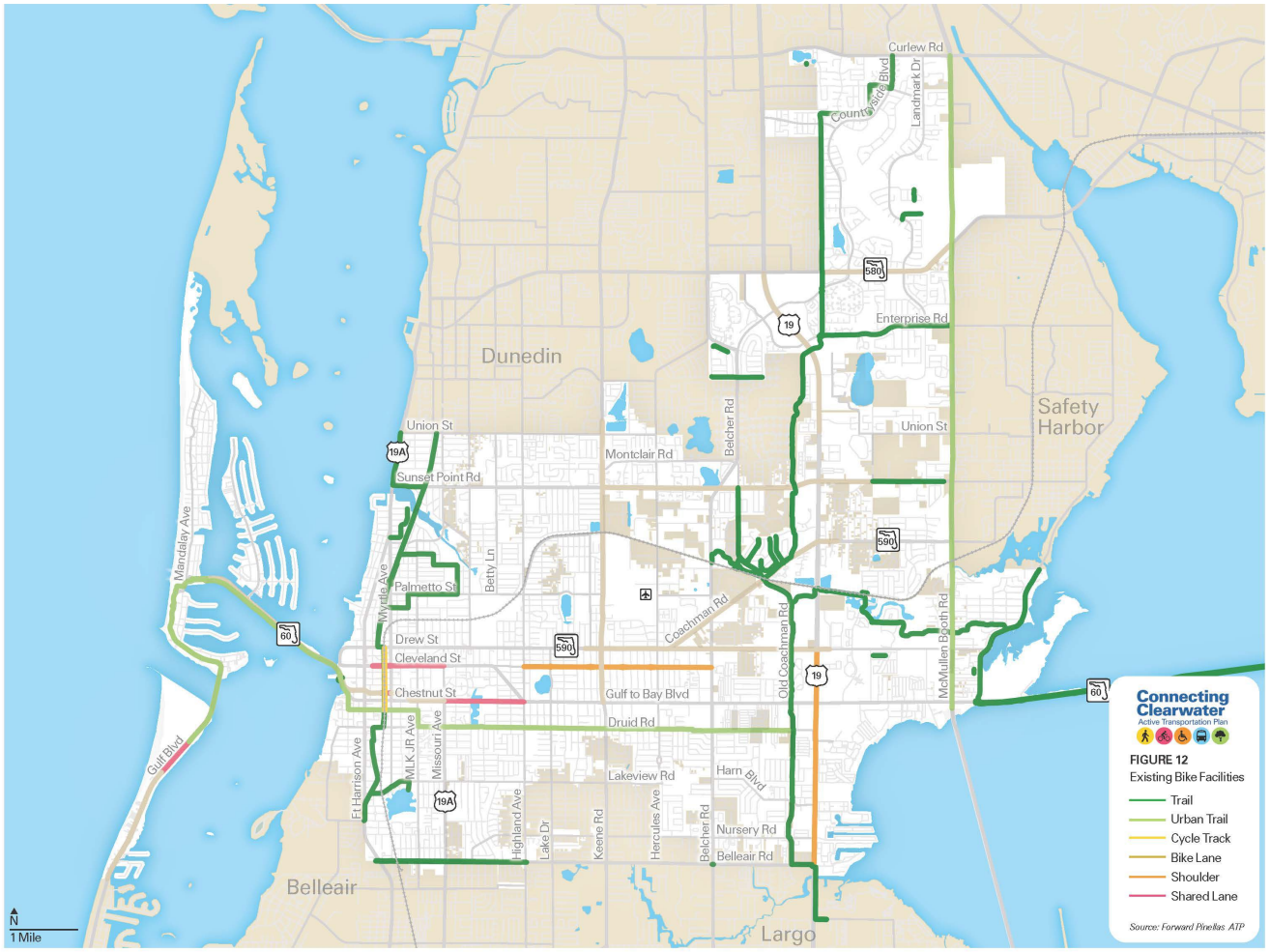
Table 5 shows the number of on-street lane miles of bicycle facilities on the City of Clearwater network, with an additional 33 miles of off-street trails. There are about 24 miles of on-street bicycle facilities, with about 4% being on roadways with posted speed limit of 20-25 mph, 5% on roadways with posted speed limit of 30 mph, 25% on roadways with posted speed limit of 35 mph and 66% on roadways with a posted speed limit of 40 mph or more.

Table 5: Lane Miles of On-Street Bicycle Facilities by Posted Speed Limit

Facility Type	Lane Miles by Posted Speed of Roadway					
	20 mph or less	25 mph	30 mph	35 mph	40 mph or more	Total
Shared Lane Markings	0.5	0.5	0.4	0.7	0.8	2.9
Bike Lane (4 ft +)	0.0	0.0	0.7	2.2	14.8	17.6
Paved shoulder (4 ft +)	0.0	0.0	0.0	3.6	0.5	4.1
Buffered Bike Lane	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Track	0.0	0.6	0.0	0.0	0.0	0.6
Urban Trail	1.4	1.5	4.0	0.6	6.6	14.2
Total	1.7	2.6	5.2	6.1	25.0	39.4
Total Lane Miles by Speed	2.7	768.6	60.2	94.3	170.0	1,095.7
Percent of Total Lane Miles by Speed (see Table 4)	0%	70%	5%	9%	16%	-
Percent of Total On-street Facilities (excludes cycle track and urban trail)	2%	2%	4%	27%	65%	-

Source: City of Clearwater, Pinellas County, and FDOT, as summarized by Fehr & Peers, 2025

Figure 12: Existing Bicycle Facilities



Pedestrian Facilities

Pedestrian facilities in the region are typically provided by trails, urban trails and sidewalks. However, there are some roadways in the city, primarily in residential neighborhoods, where sidewalks are only provided on one side of the street or not at all, as shown on **Figure 13** and summarized in **Table 6**. Some pedestrian facilities provide separation between the vehicular travel lane and the sidewalk, which can improve comfort for people walking. When sidewalks are present, approximately 68% do not provide any separation from the adjacent travel lane, while 32% do provide some separation, typically a grass strip.

Table 6: Miles of Pedestrian Facilities

Pedestrian Facility Type	City of Clearwater Roads	All Roadways (in miles)
Sidewalk one side no separation	57.2	76.0
Sidewalk both sides no separation	180.5	185.2
Sidewalk one side with separation	0.1	1.7
Sidewalk both sides with separation	31.4	43.8
Urban Trail	14.2	14.2
Trail	37.4	37.4
Total	320.8	358.3

Source: City of Clearwater, Pinellas County, and FDOT, as summarized by Fehr & Peers, 2025

Sidewalk gaps by roadway classification were assessed, as presented in **Table 7,** which shows that sidewalk gaps tend to be more prevalent on local roadways, which typically have lower traffic volumes and lower vehicular speeds. Of the roadway network within the city, approximately 38% of streets, or 191 lane miles, do not provide any sidewalks and about 15% only provide sidewalks on one side of the street. Examples of major roads that have some sidewalk gaps include Druid Road, Old Coachman Road, Sunset Point Road, and Drew Street.

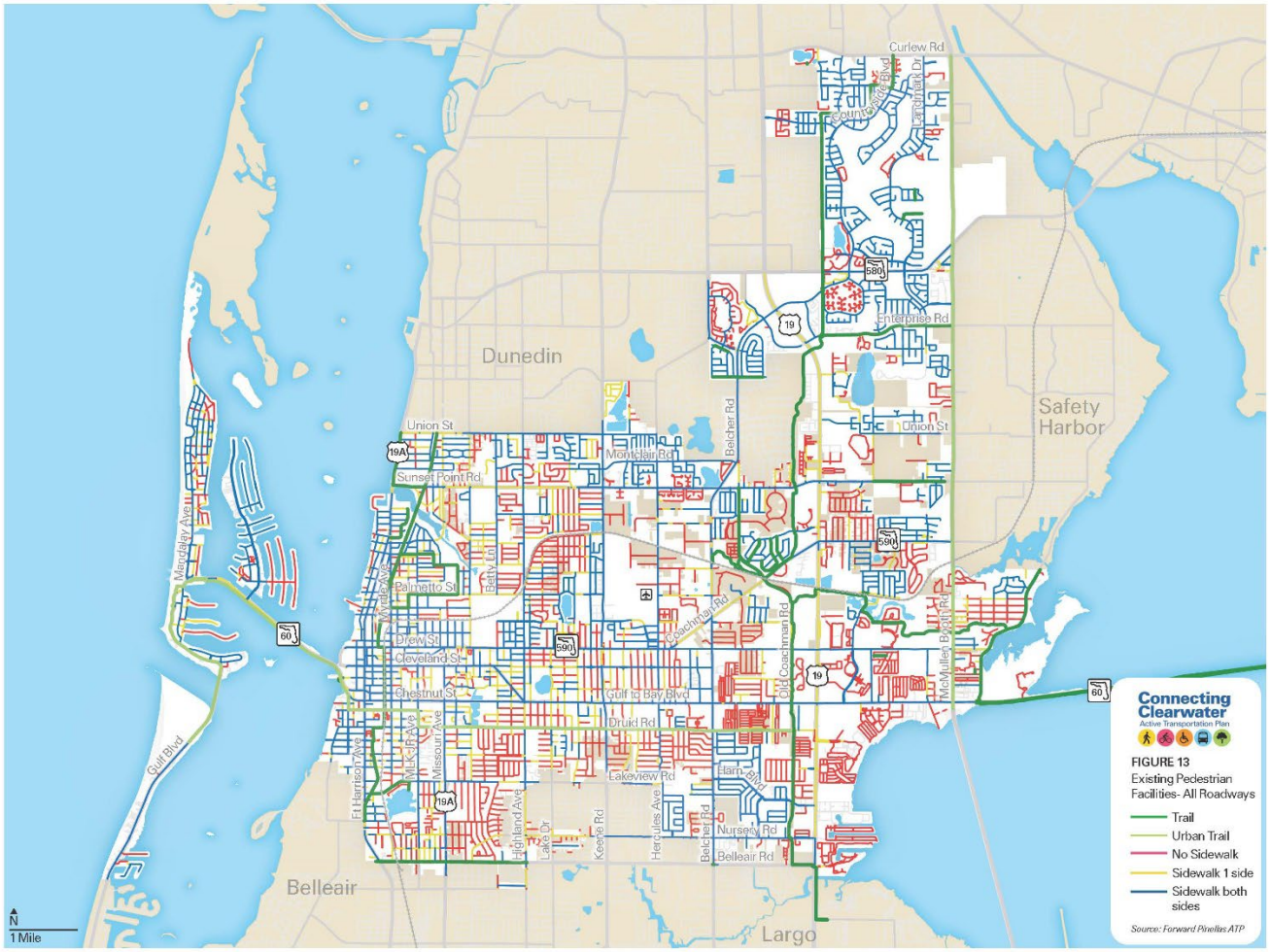
Table 7: Sidewalk Gap Miles by Road Classification

Facility Type	Sidewalk Gap Miles by Roadway Classification			Total
	Local	Collector	Arterial	
Sidewalk Missing Both Sides	186.77	4.19	0.15	191.11
Sidewalk One Side	48.72	12.90	11.09	72.71
Total	235.49	17.09	11.24	263.82

Source: City of Clearwater, Pinellas County, and FDOT, as summarized by Fehr & Peers, 2025

Most of the roads without sidewalks within the city boundaries are local streets, with most arterial (99.7%) and collector (93%) roads providing sidewalks on at least one side of the street. While 98% of sidewalk gaps are on local roadways, this can create barriers for people with mobility challenges. While it may not be feasible to construct sidewalks on all local streets during this plan's planning horizon, local streets where residents would like to have sidewalks and streets with a high volume of vehicle traffic could be prioritized. Addressing gaps in high-pedestrian activity areas can also be prioritized for improving overall mobility and safety.

Figure 13: Existing Pedestrian Facilities – All Roads



Transit Facilities

The Pinellas Suncoast Transit Authority (PSTA) serves as the primary public transportation provider for the City of Clearwater and Pinellas County. PSTA operates an extensive transit network that spans approximately 183 miles within Clearwater, covering 36 routes and facilitating around 13,350 daily rides. This network plays a crucial role in providing mobility options for residents, commuters, and visitors, particularly in areas with high pedestrian activity and tourism.

In Clearwater, 22 transit stops each see an average daily ridership of over 100 passengers, marking them as key hubs of transit activity. Among the busiest stops are Clearwater Beach Transit Center South, Park Street Terminal, Clearwater Mall, Gulfview Boulevard at 2nd Street, Garden Avenue at Park Street, Fort Harrison Avenue at Court Street, and Memorial Causeway Boulevard at Island Way. These high-ridership locations serve as major commercial, employment, and recreational centers, emphasizing the critical role of public transit in these areas.

Given the high demand at these stops, enhancing service frequency, improving accessibility, and strengthening first/last-mile connections can further boost transit efficiency and rider satisfaction. Bicycle and pedestrian infrastructure can play a crucial role in these connections, allowing people to reach transit stops safely and conveniently. Investments in safer crossings, protected bike lanes, and improved sidewalk networks can encourage more people to walk or bike to transit, ultimately increasing ridership and expanding overall accessibility in the region. Existing fixed routes are shown on **Figure 14** with the average weekday boardings shown on **Figure 15**.

The City of Clearwater also provides Jolley Trolley and Suncoast Beach Trolley services. The Jolley Trolley operates daily, connecting Clearwater Beach to Tarpon Springs while also linking Downtown Clearwater with nearby cities including Dunedin, Palm Harbor, and Tarpon Springs. All routes are ADA accessible, ensuring inclusivity for all riders. Additionally, interchangeable passes allow Jolley Trolley riders to access the entire Pinellas County transit system, including PSTA buses and the Suncoast Trolley, offering seamless travel throughout the region.

The Suncoast Trolley runs from Park Street Terminal in Downtown Clearwater to 75th Avenue at Gulf Boulevard, serving key coastal areas. Operating every 30 minutes, it runs from 5:05 AM to 11:31 PM on weekdays, Sundays, and holidays, with extended service until 12:56 AM on Fridays and Saturdays. In addition to its Gulf Boulevard route, the service includes connector routes linking coastal areas to Downtown St. Petersburg, improving accessibility across the region. The fare for the service is $2.25 per ride, providing an affordable and convenient transportation option for both locals and tourists.

Figure 14: Existing Transit Routes and Stops in Clearwater

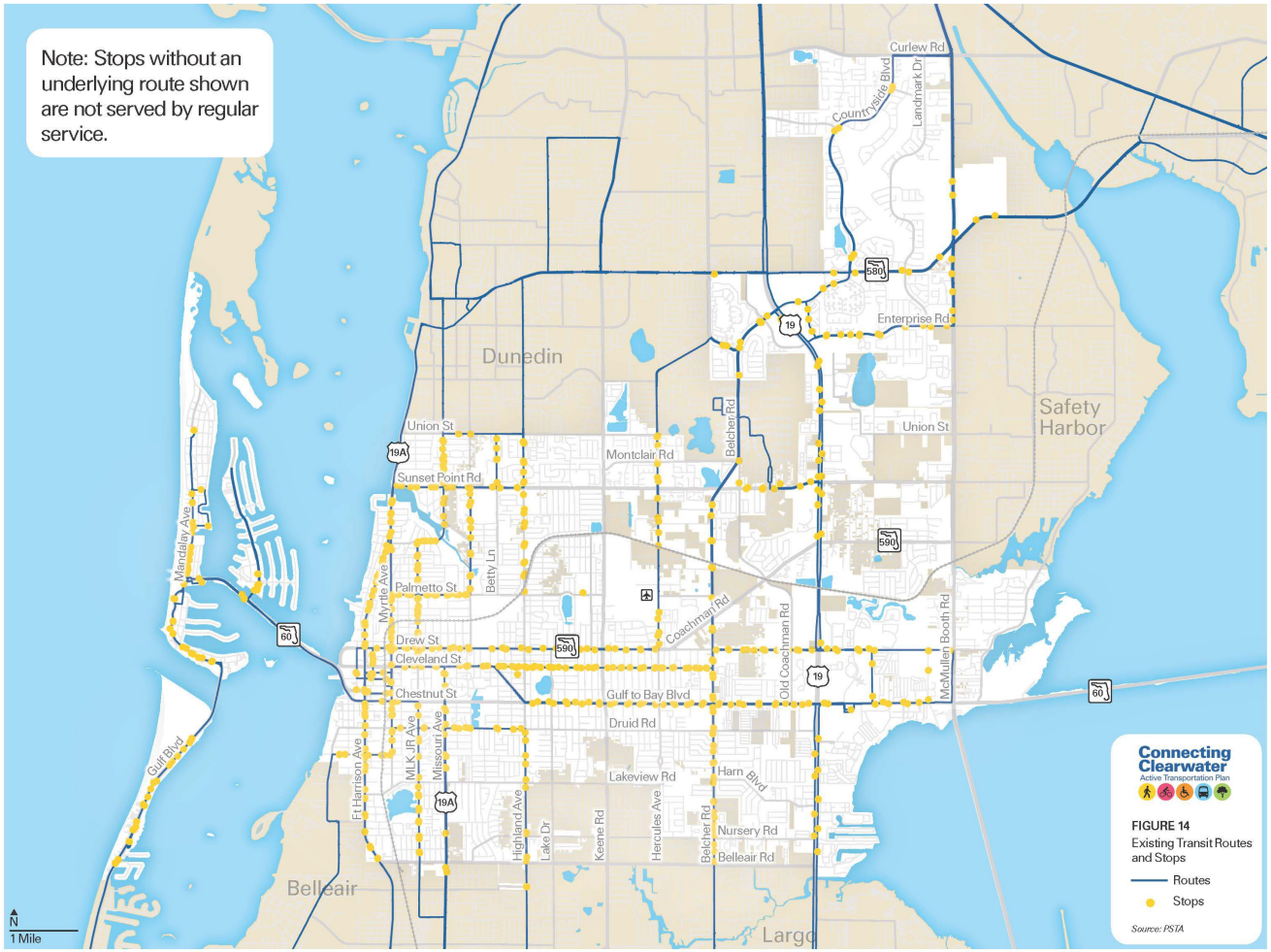
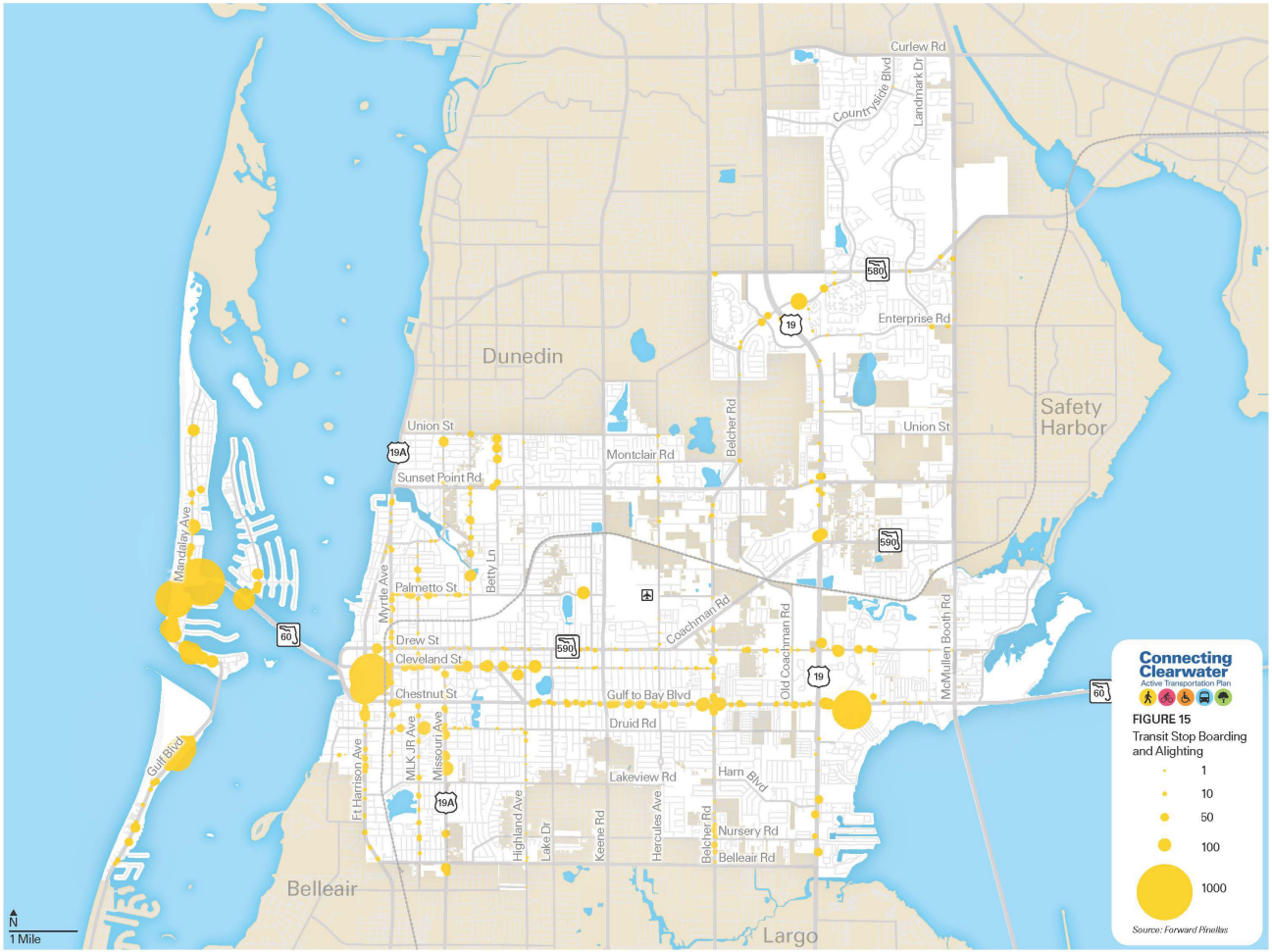


Figure 15: Transit Stop Boarding and Alightings



Mobility Trends

Micromobility has undergone significant growth and transformation in recent years. It refers to lightweight, often electric-powered vehicles designed for short-distance trips, including electric bikes, electric scooters, and shared mobility services. These vehicles are capable of operating at speeds of 15 to 25 miles per hour, with some performance models capable of operating at even higher speeds. Micromobility services offer an alternative to traditional transportation modes such as cars and public transit. These devices can be either individually owned or part of a sharing service such as Lime and Lyft. Micromobility share programs include electric micromobility devices like e-bikes and e-scooters, as well as bike-share services, which may operate in a dockless or station-based format. For shared systems, users can locate and unlock shared vehicles via smartphone apps, making it easy to access scooters or bikes for short trips.

Local governments have implemented regulations and permitting processes to manage these issues and ensure safety for both riders and pedestrians. However, not all jurisdictions in the region have developed ordinances for e-scooters and e-bikes. The City of Tampa, City of St. Petersburg, and City of Clearwater have adopted micromobility ordinances to regulate these services. Additionally, Forward Pinellas conducted a knowledge exchange series on micromobility in July 2021, emphasizing the benefits of micromobility share programs and identifying steps to address the challenges associated with integrating micromobility into the transportation network.

E-bikes and e-scooters, whether privately owned or shared, travel at higher speeds than traditional bicycles and scooters, which can create safety risks due to speed differentials. E-bikes, in particular, can be significantly heavier than conventional bicycles, increasing the potential severity of injuries or fatalities in collisions between pedestrians, cyclists, or other micromobility users. The Active Transportation Plan will consider these competing demands on the existing and planned infrastructure for walking and bicycling.

Low Speed Vehicles (LSVs) are also emerging as a popular travel choice in some communities. These are typically street-legal, four-wheeled vehicles designed for speeds up to 25 mph, typically electric, and intended for use on roads with speed limits of 35 mph or less. While LSVs can enhance mobility by offering an affordable and sustainable transportation option, especially for short trips within communities, they are not included in this study due to their differences from micromobility devices.

Collision Analysis

Reported crash data was obtained from the Crash Data Management System (CDMS) which is maintained by FDOT to assess crash trends within the city. Since 2024 data is not fully finalized, 5-years of data representing 2019-2023, plus data available from 2024 was used for this analysis. A summary of the crashes by year is provided in **Table 8**. Between 2019 and 2024, there were approximately 21,000 reported crashes, an average of around 3,500 crashes a year. Most (79%) crashes did not result in any reported injuries. A serious injury was reported in about 2.6% of all crashes, and 0.3% of all crashes resulted in a fatality. The highest number of fatal and severe injury crashes occurred in 2021, and the current number of fatal and severe injury crashes is higher than the pre-pandemic year.

Table 8: Crash Summary by Year (2019 to 2024)

Year	No Injury	Injury	Serious Injury	Fatality	Total
2019	3,137 (80.8%)	660 (17%)	73 (1.9%)	12 (0.3%)	3,882
2020	2,464 (80.7%)	521 (17.1%)	66 (2.2%)	4 (0.1%)	3,055
2021	2,924 (79.5%)	644 (17.5%)	93 (2.5%)	19 (0.5%)	3,680
2022	2,814 (78.9%)	677 (19%)	66 (1.9%)	9 (0.3%)	3,566
2023	2,731 (78.6%)	642 (18.5%)	90 (2.6%)	13 (0.4%)	3,476
2024	2,726 (76.1%)	689 (19.2%)	154 (4.3%)	13 (0.4%)	3,582
Total	16,796 (79.1%)	3,833 (18%)	542 (2.6%)	70 (0.3%)	21,241

Source: CDMS; Fehr & Peers, 2025.

It should be noted that:

- Some KSI crashes (crash which results in a fatality or severe injury) may be underreported because not all serious injuries are visible or immediately felt (i.e., brain injuries, internal organ damages).
- Fatalities that are reported within 30 days of the crash are recorded as a fatal crash; fatalities that are reported more than 30 days after the crash are not recorded as a fatal crash.
- There may be underreporting of non-injury crashes that involve people walking or bicycling.
- Bicyclists and pedestrian data generally do not include injuries that might be sustained while using the transportation system if a vehicle was not involved. For example, a pedestrian that trips and is injured might not be included, and a bicyclist that falls off their bike and hits their head on the curb, if that fall was unrelated to a vehicle activity, may not be included in crash report data. A bicyclist who hits a pedestrian also would not be included in the dataset.

Crashes by mode are summarized in **Table 9**, which shows that while most crashes involved people only in vehicles, crashes involving bicyclists, pedestrians and motorcyclists tend to be overrepresented in crashes that result in a severe injury or fatality. For example, pedestrians are involved in 2.7% of all crashes and 16% of crashes that result in a severe injury or fatality, while motor vehicles only are involved 93.6% of all crashes, but only 64.1% of those that result in a severe injury or fatality.

Crash trends by the characteristics of the roadway system were also reviewed, with the number of crashes involving a person walking or bicycling increasing as the number of vehicular travel lanes and the traffic volumes increases. There are many factors that contribute to this trend, such as:

- Roadways with high traffic volumes and multiple travel lanes tend to serve commercial corridors where transit is operated, and there is a high density of destinations.
- Multi-lane roadways tend to have higher posted speed limits (40+) and higher speed vehicle traffic that can increase crossing distance of roadways, increasing the exposure of people walking and bicycling to conflicts with vehicles, and increasing the reaction time of a person driving to react to someone crossing the roadway.

Table 9: Crash Summary by Mode (all roads – 2019 to 2024)

Mode	No Injury	Injury	Serious Injury	Fatality	Total	Percent of all Crashes	% of KSI Crashes	% of Crashes resulting in KSI
Bicycle	111	236	49	4	400	1.9%	8.7%	13.3%
Pedestrian	135	334	73	25	567	2.7%	16.0%	17.3%
Motorcycle	118	185	64	21	388	1.8%	13.9%	21.9%
Motor vehicles (including trucks)	16,432	3,078	356	20	19,886	93.6%	61.4%	1.9%
Total	16,796	3,833	542	70	21,241			

Source: CDMS; Fehr & Peers, 2025.

A heat map showing the locations within the City of Clearwater with the total number of reported crashes and location of bicycle pedestrian KSI crashes are also mapped as shown on **Figure 16.**

To identify which streets have the highest concentration of crashes involving people walking or bicycling, as well as crashes that result in a severe injury or fatality, a City of Clearwater High Injury Network (HIN) was identified based on the crash data shown on Figure 16. Data inputs to this analysis include the roadway network described previously, crash severity weighting, which weights a crash resulting in a severe injury or fatality higher than one with no reported injuries, and a collision mode rating, where all crashes involving a person walking, bicycling, or riding a motorcycle were weighed by a factor of 3. The factor, while based on local data, is in-line with weight factors used by other jurisdictions in the development of their HINs. A sliding window technique was used to develop the HIN, which is presented on **Figure 17.**

Figure 16: Pedestrian and Bicyclist KSI Crash Locations and Crash Heat Map (2019 – 2024)

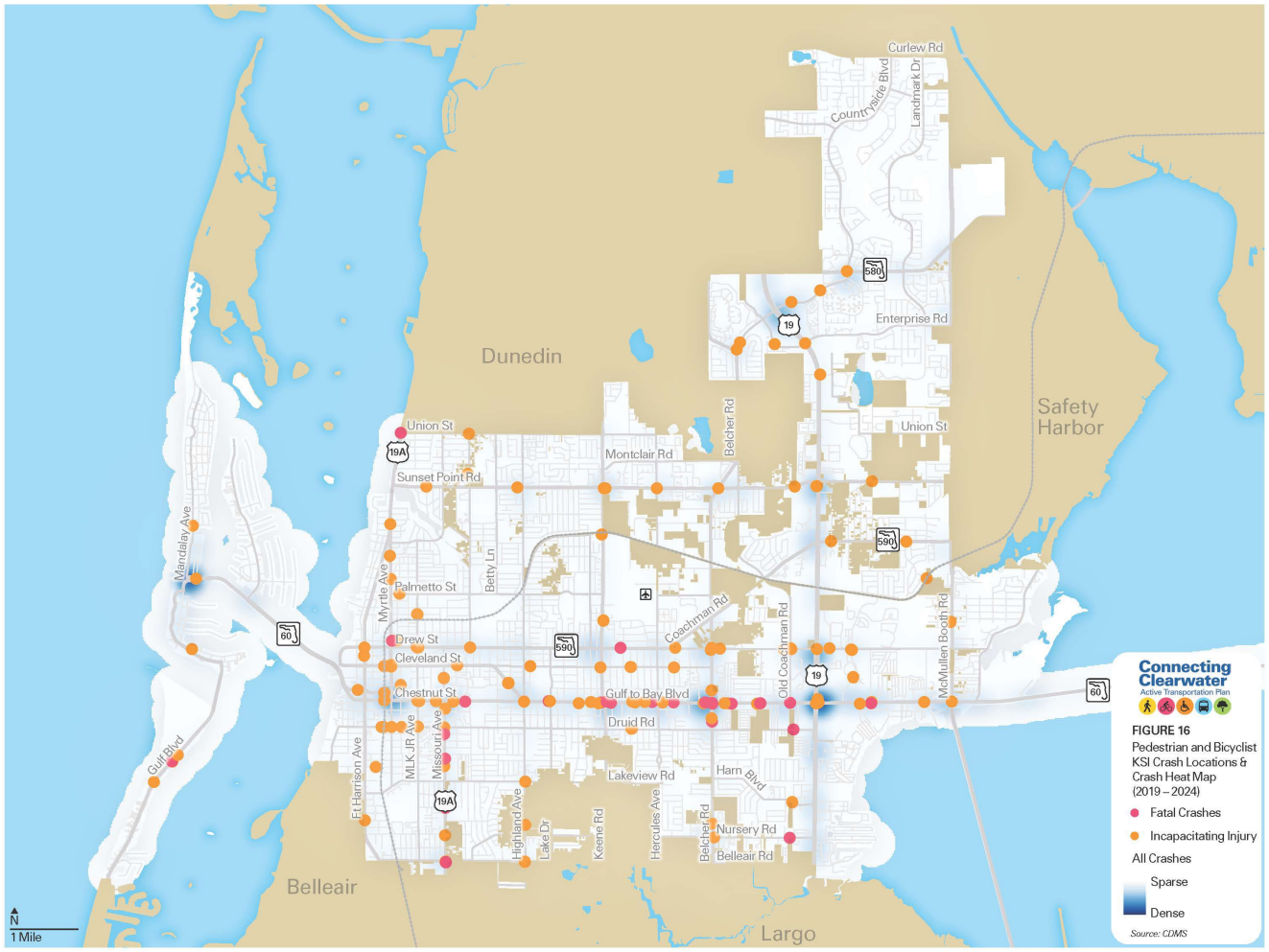
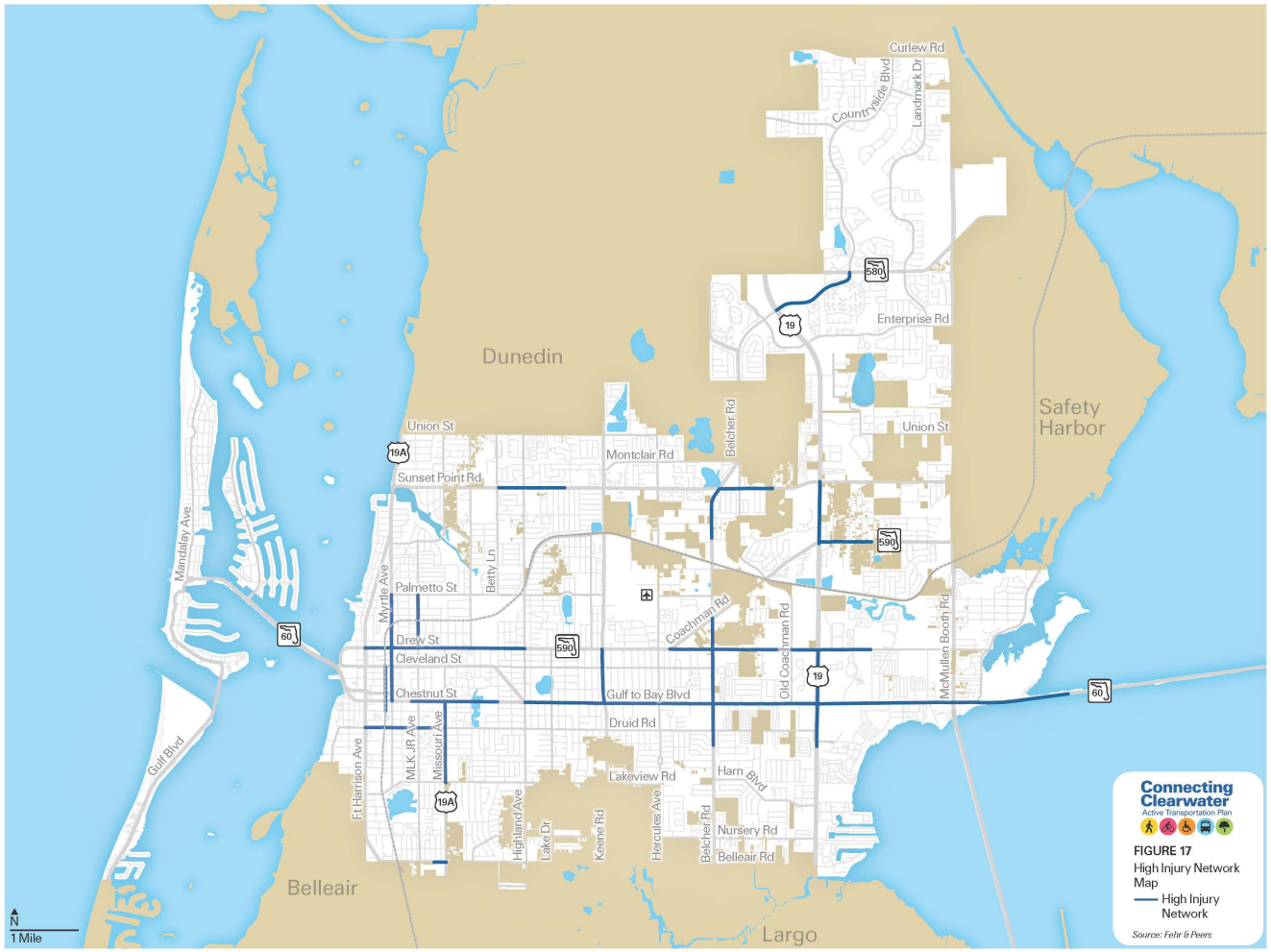


Figure 17: High Injury Network Map



The resulting HIN is approximately 23 miles long and reflects about 4.6% of the centerline miles in the city. Approximately 60% of all fatal crashes and 68% of fatal and severe pedestrian crashes and 45% percent of fatal and severe bicyclist crashes occur on this network. Potential ATP projects on the HIN will need to incorporate additional safety features. The HIN statistics are summarized in **Table 10**.

Table 10: Clearwater High Injury Network (HIN) Statistics

	All Roadways*	Preliminary City HIN	HIN % All Roadways
Centerline miles	495.8	22.65	4.6%
All collisions	21,241	9,055	42.6%
Fatal Crashes	70	42	60.0%
KSI (All modes)	612	329	53.8%
Ped KSI	98	67	68.4%
Bike KSI	66	30	45.5%
Motorcycle KSI	88	45	51.1%

Source: CDMS, Fehr & Peers.
Notes: * Excluding access-controlled facilities

Level of Traffic Stress

To evaluate where new and enhanced walking and bicycling facilities could encourage more people to walk and bike within the City of Clearwater, a Level of Traffic Stress (LTS) analysis was conducted to assess the comfort for people bicycling and walking on and along roadways within the region. A technical memorandum was prepared to document the LTS Methodology and is provided as **Attachment B.**

Level of Traffic Stress scores should not be construed as a predictor of facility use by people walking and bicycling. Area demographics and land uses along a corridor are better predictors of the volume of walking and bicycling that does and could occur. For example, in a low-density area where land uses are spread apart and most people have access to a vehicle, people may walk or bicycle for recreational purposes in the area, but not as a primary mode of travel. Conversely, in areas where complementary uses are within proximity and people have less access to vehicles, walking and bicycling activity is typically higher, even when low stress facilities are not available.

Bicycle Level of Traffic Stress

Inputs to the Bicycle Level of Traffic Stress (BLTS) analysis generally include:

- Type of bicycle facility present
- Number of vehicular travel lanes
- Speed limit of the roadway
- Traffic volumes on the roadway

BLTS scores of 1 and 2 generally represent lower stress facilities than many people feel comfortable riding a bike on, while BLTS 3 and 4 facilities are generally more stressful for people to use. Additional details are provided in the methodology memorandum. Trails, urban trails and cycle tracks are the least stressful bicycle facility type in the region, with paved shoulders and roadways with no bicycle facilities being the most stressful of roadways. A visual depiction of the BLTS ratings is shown on **Image 9.**

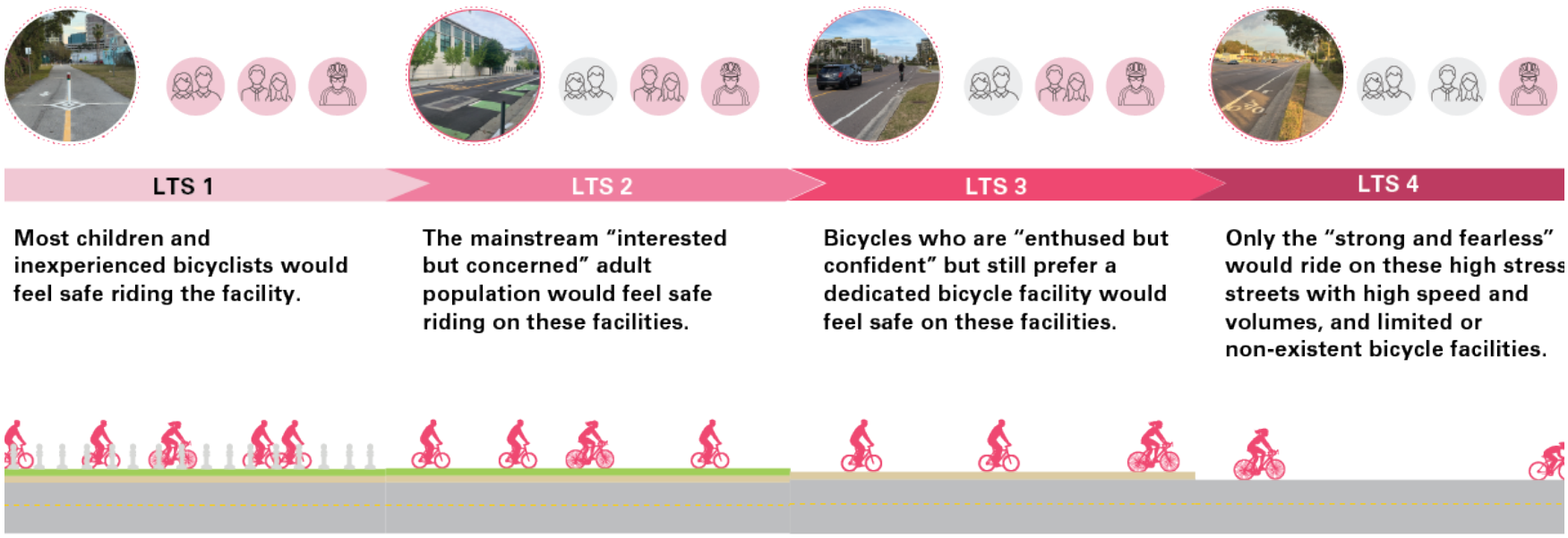


Image 9: Visual Depiction of Bicycle Level of Traffic Stress

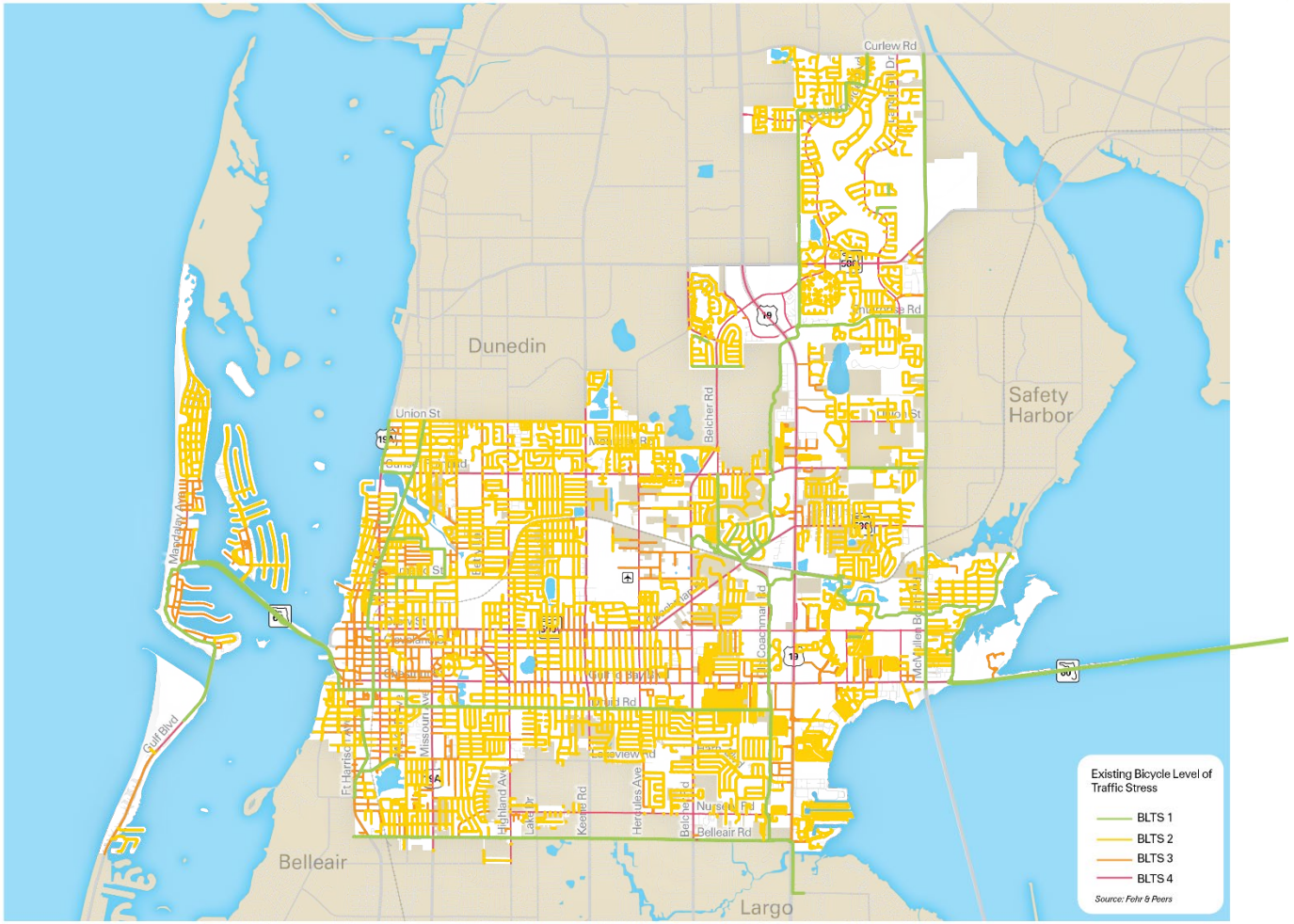
Results of the existing conditions BLTS analysis are summarized in **Table 11** and presented on **Figure 18**. While most roads in Clearwater are fairly low stress for bicycling, they tend to be on local residential streets with barriers where the neighborhood streets intersect with collector and arterial roads. To provide lower stress connectivity between neighborhoods and various destinations, there are opportunities to identify locations for new marked and controlled crossing locations at high stress crossings, as well as enhancements to existing crossings.

Table 11: Existing Bicyclist LTS Score by Bicycle Facility Type (in miles of facility)

BLTS Score	Trail	Urban Trail	On-Street Facility	No Bicycle Facility	Total Facility
1	37.4	14.2	1.8	0.0	53.4
2	0.0	0.0	0.0	365.8	365.8
3	0.0	0.0	8.9	65.4	74.2
4	0.0	0.0	15.2	47.3	62.5
Total	37.4	14.2	25.8	478.4	555.9

Source: Fehr & Peers, 2025

Figure 18: Existing Bicycle Level of Traffic Stress



Pedestrian Level of Traffic Stress

Inputs to the Pedestrian of Level of Traffic Stress (PLTS) analysis generally include:

- Type of pedestrian facility present
- Distance between pedestrian facility and vehicular travel way
- Number of vehicular travel lanes
- Speed limit of the roadway
- Traffic volumes on the roadway

PLTS scores from one to five, with a PLTS 1 rating, represents the lowest stress facility and primarily includes trails, urban trails, and streets with sidewalks on both sides of the street as well as low volume and low speed vehicle travel. A PLTS 5 rating was reserved for high volume/high speed roadways with no pedestrian facilities. Local streets without sidewalks with a posted speed of 25 mph or less and a daily traffic volume of 3,000 vehicles or less were assigned a PLTS of 3, as in many neighborhoods, some people feel comfortable walking in the street. More information about the PLTS methodology can be found in **Attachment B** and a graphic depiction of the PLTS scoring is shown on **Image 10**.

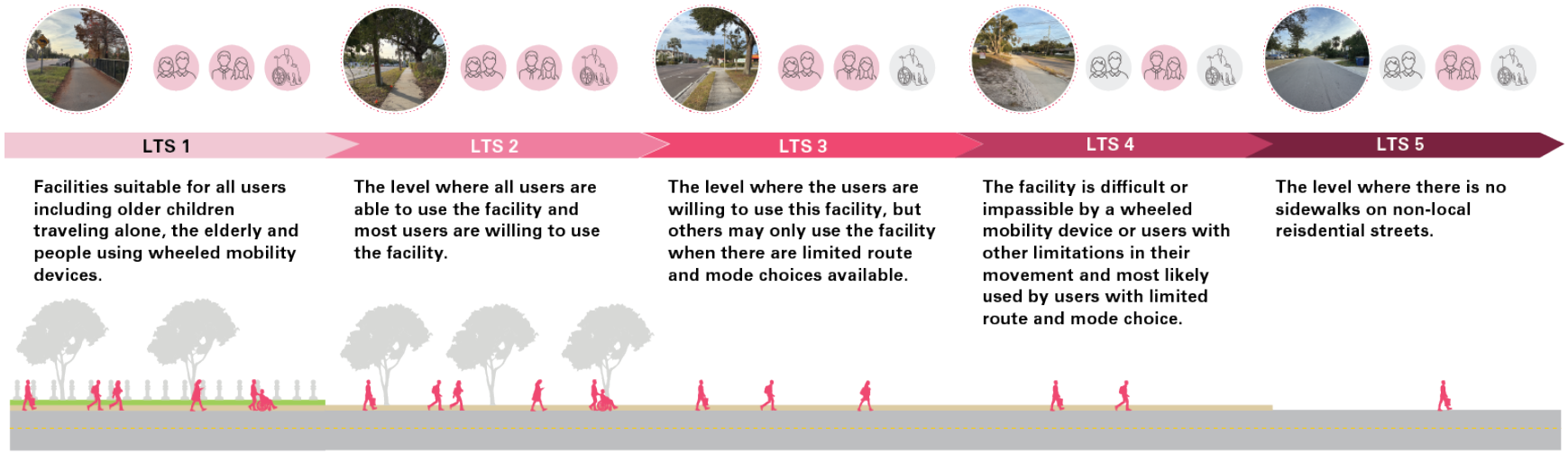


Image 10: Visual Depiction of Pedestrian Level of Comfort

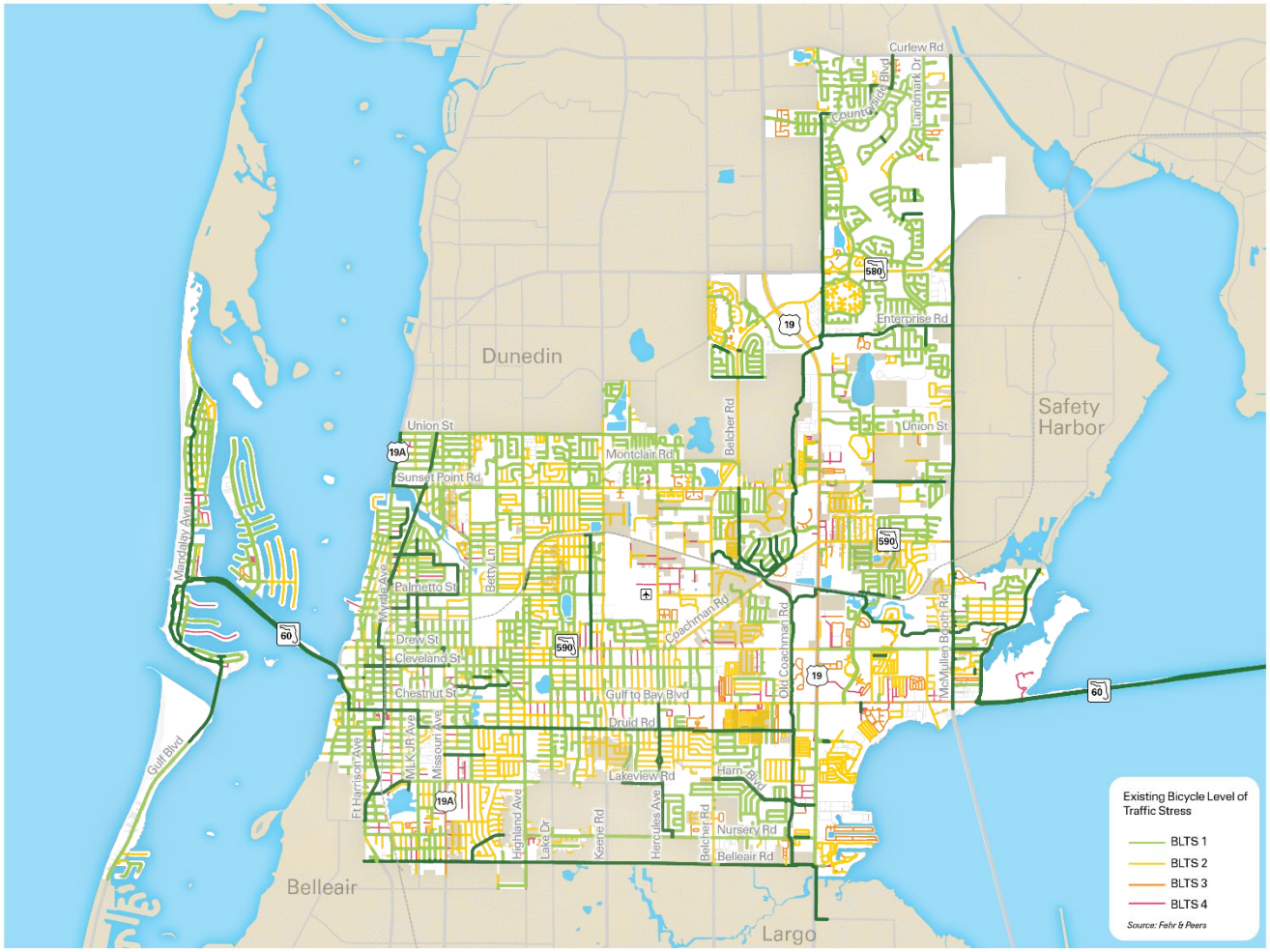
Table 12 summarizes the miles of pedestrian facilities by PLTS score and **Figure 19** displays the PLTS scores for pedestrian network within the City of Clearwater. There is a higher percentage of lower stress (PLTS 1 or 2) pedestrian facilities than bicycle facilities, with about 55% of the facilities rated as PLTS 1 or 2. As previously mentioned, PLTS does not always correlate with where people are currently walking. Filling gaps, particularly on high stress facilities where people are already walking could be a good opportunity to improve pedestrian comfort in the region.

Table 12: Existing Pedestrian Level of Traffic Stress by Pedestrian Facility Type (in miles of facility)

PLTS	Trail	Urban Trail	Sidewalks Both Side	Sidewalks One Side	No Sidewalks	Total
1	37.4	14.2	17.7	8.2	0.0	77.6
2	0.0	0.0	173.4	58.9	0.0	232.4
3	0.0	0.0	34.6	8.2	146.1	188.9
4	0.0	0.0	3.1	2.5	25.4	31.0
5	0.0	0.0	0.0	0.0	26.1	26.1
Total	37.4	14.2	228.9	77.8	197.6	555.9

Source: Fehr & Peers, 2025

Figure 19: Existing Pedestrian Level of Traffic Stress



Travel Access Analysis

A travel access analysis was conducted to identify locations in the City of Clearwater that have a high level of access to a variety of destinations via low stress walking and bicycling facilities, and parts of the city that may have high levels of access, but only on high-stress facilities. Analysis results can help guide where lower stress walking and bicycling facilities could be provided.

The travel access analysis considered how accessible a variety of key destinations are from the surrounding area, with the following destination types considered key locations:

- Public Schools
- Transit Facilities, such as PSTA Stops
- Parks, including neighborhood parks and regional parks
- Jobs
- Shopping, including grocery stores
- Healthcare Facilities

The distance that an average person might be able to bicycle within different time periods was based on an average biking speed of 7 miles per hour, meaning that it would take an average person about 30 minutes to travel 3.5 miles on their bicycle. For walking access, an average walking speed of 3 miles per hour was used. For this analysis, the travel speed also includes time spent waiting to cross the street at signalized and unsignalized crossings.

Some people may bike or walk faster or slower than the averages, with these speeds selected for planning purposes. For each destination type, the areas that could be reached within 5 minutes, 6 to 15 minutes, and 16 to 30 minutes were assessed. Where there are sidewalk gaps, it was set as a walking barrier with no walking trips able to pass by the area without a sidewalk. A similar barrier was not applied for bicycle travel. With all land uses combined, the allowable score ranges from 0 to 6. The results shown on **Figure 20** for bicycling accessibility and **Figure 21** for

pedestrian accessibility, meaning that the higher the total accessibility score the, the higher the level of access via bicycling and walking. Additional information about the technical approach to calculating travel access is provided in **Attachment C.**

To account for the comfort of bicycling and walking facilities provided, the underlying BLTS and PLTS rating were then factored into the analysis. Based on the stress of the routes, a score was assigned to assess the overall comfort of bicycling and walking to various destinations within the region. Areas that are either inaccessible or only accessible via high stress networks received a lower score than areas that are accessible via lower stress networks, with the results shown on **Figure 22** for bicycling accessibility and **Figure 23** for pedestrian accessibility. Roadways were rated with one of four scores:

- ***High Access and Low Stress*** – these are roadways where there are many destinations within the travel buffers (above average access score), and the route is comfortable (average BLTS/PLTS score of 2 or better).
- ***Low Access and Low Stress*** – these are roadways where there are not that many destinations within the travel buffers (lower than average access score), but the route is comfortable (average BLTS/PLTS score of 2 or better).
- ***High Access and High Stress*** – these are roadways where there are many destinations within the travel buffers (above average access score), but the route is uncomfortable (average BLTS/PLTS score greater than 2).
- ***Low Access and High Stress*** – these are roadways where there are not that many destinations within the travel buffers (lower than average access score), and the route is uncomfortable (average BLTS/PLTS score greater than 2).

Figure 20: Existing Bicycle Accessibility Score

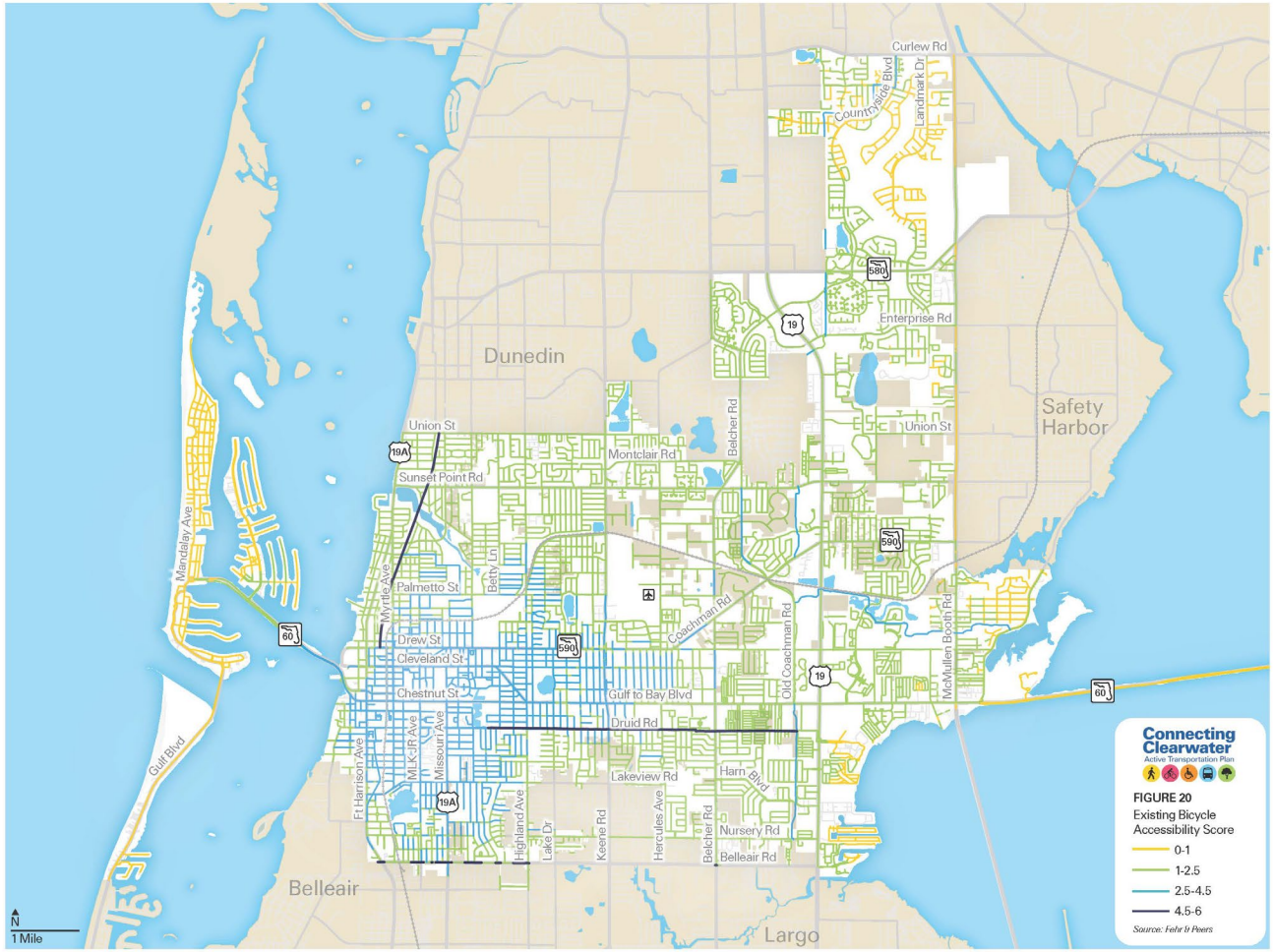


Figure 21: Existing Pedestrian Accessibility Score

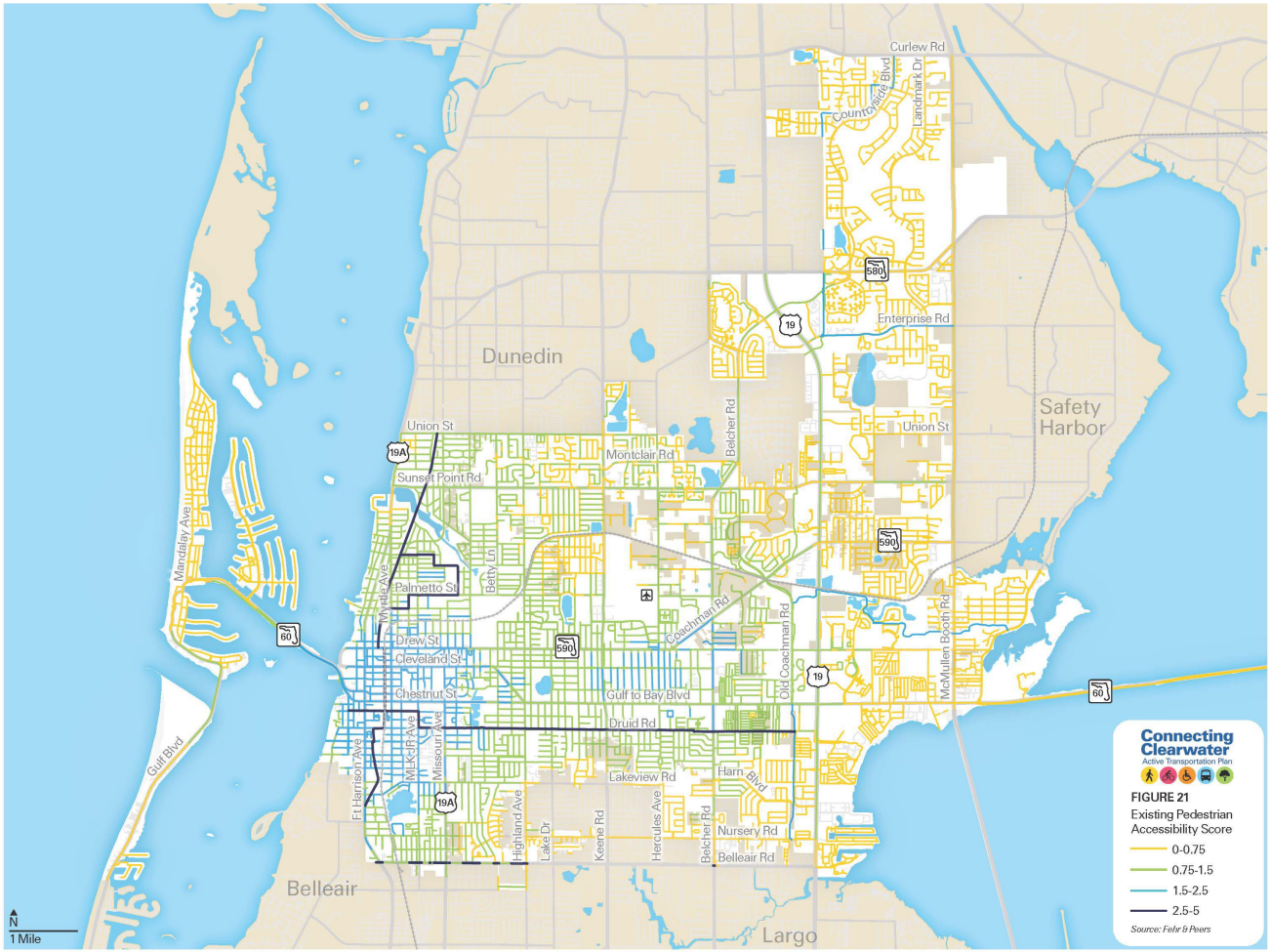


Figure 22: Existing Bicycle Access and Comfort Summary

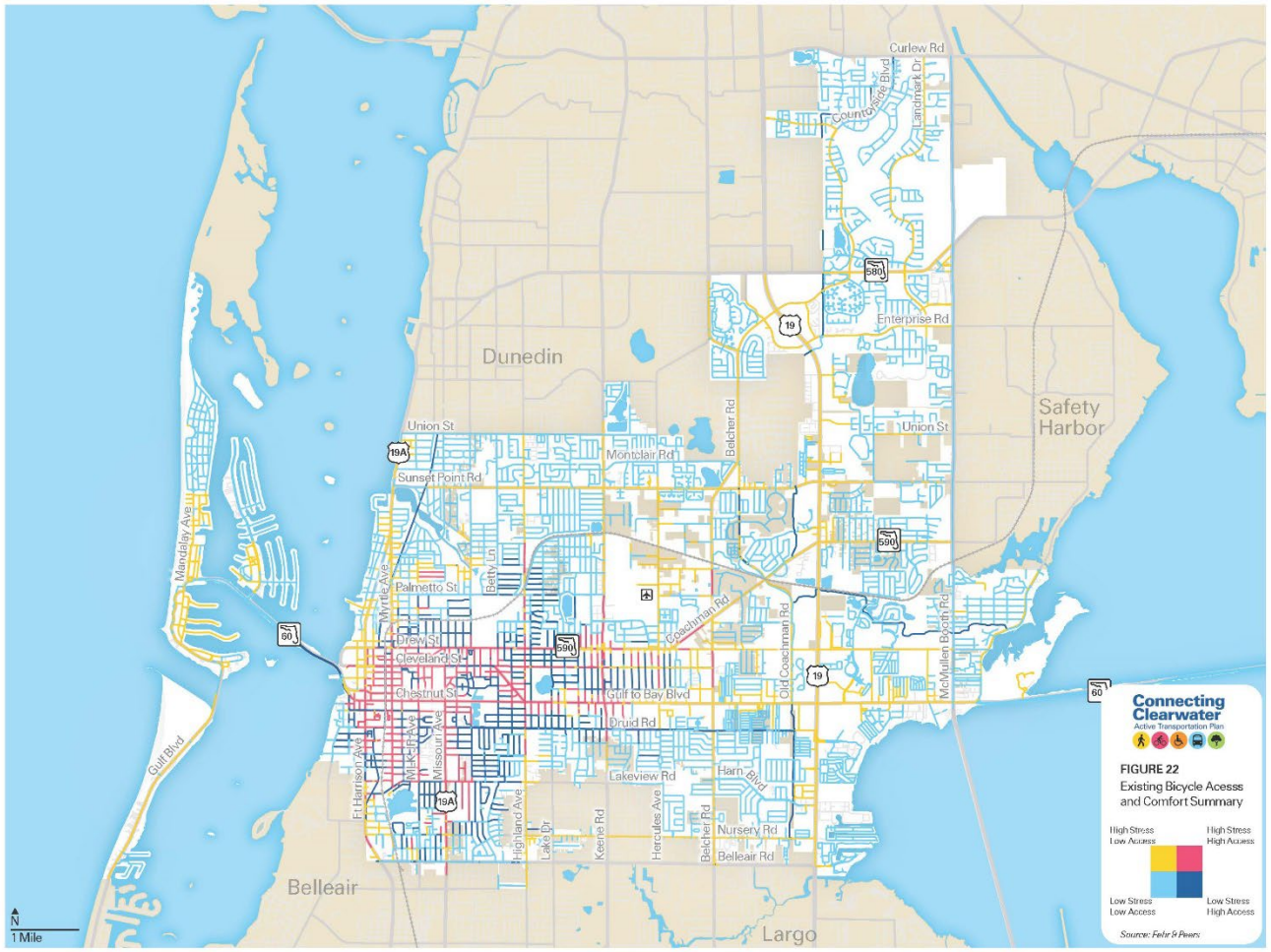
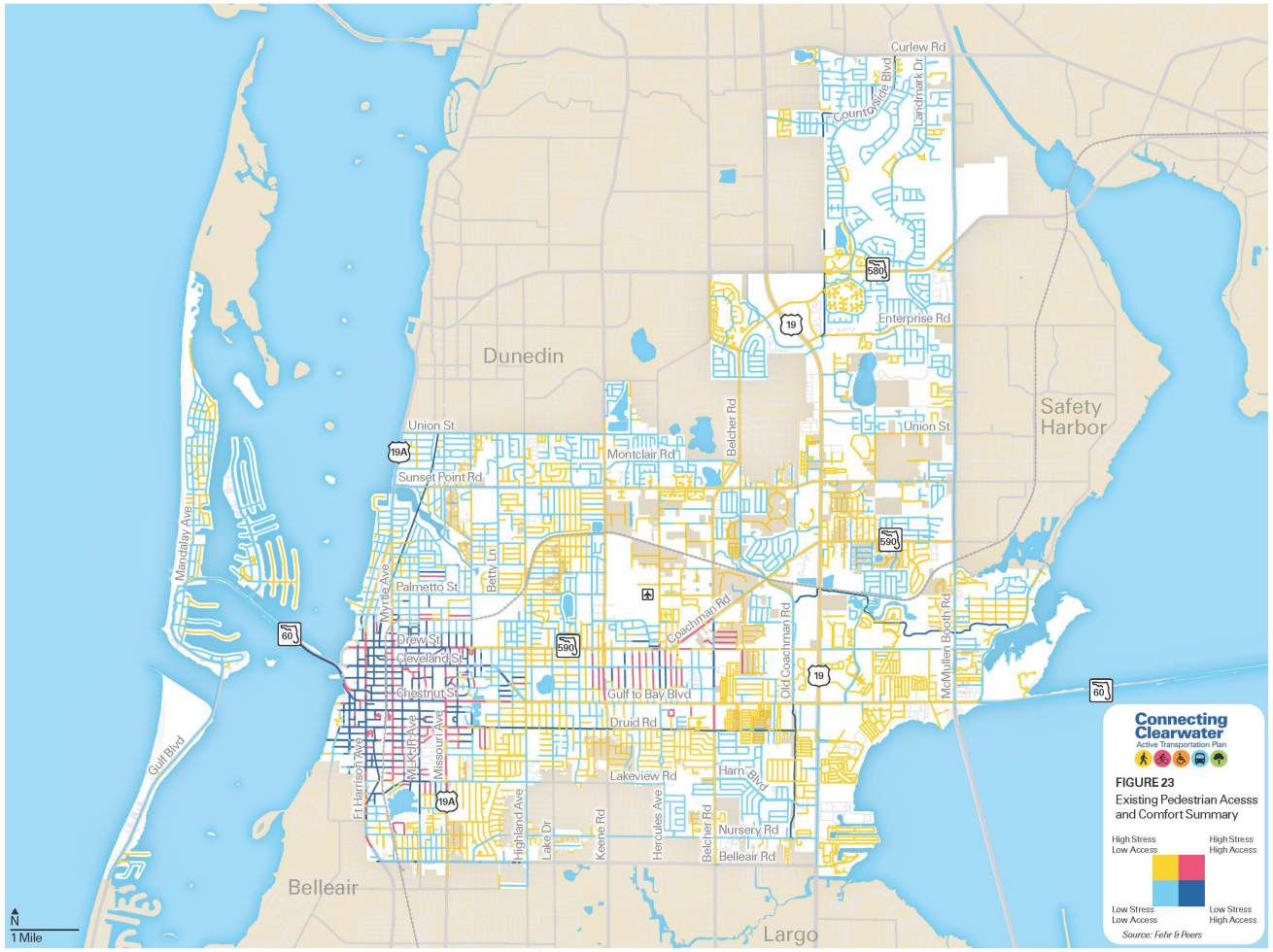


Figure 23: Existing Pedestrian Access and Comfort Summary



Planned Facilities

As a starting point to the identification of new active transportation facilities in the city, numerous sources were reviewed, including the 2006 Clearwater Bicycle and Pedestrian Master Plan, the Forward Pinellas Active Transportation Plan, Clearwater 2045, the city's Comprehensive Plan, and the Capital Improvement Plan. Many of the facilities identified in the 2006 bike plan have either been implemented or are reflected in the Forward Pinellas Active Transportation Plan. The Comprehensive Plan does not identify proposed bicycle facilities. Since the Florida Department of Transportation and Pinellas County have facilities that run through Clearwater, their planned projects were also reviewed. Based on this review, an initial list of planned bicycling projects was identified, with these potential projects mapped on **Figure 24**, in combination with the existing facilities. As a part of this planning process, previously identified facilities that may no longer be feasible or desired will be removed from the map, and new projects will be added based on feedback received throughout this process.

Forward Pinellas Regional Active Transportation Plan

Forward Pinellas maintains a Regional Active Transportation Plan that identifies the provision of new trails and other bike facilities throughout the county, including Clearwater. This plan is updated every few years with opportunities for local agencies to provide feedback. This map, in conjunction with other planned or known projects, will serve as a starting point for identifying potential enhancements to already planned projects, elimination of planned projects if they are determined to not be feasible or no longer desired by the community, and the identification of new projects.

The Forward Pinellas ATP also includes a potential trail along the CSX Clearwater Subdivision. This rail line extends from Tampa to St. Petersburg. In 2015, CSX proposed selling the right-of-way to FDOT for conversion to commuter rail. Currently, one train per day, known as the Clearwater Switcher, operates on the corridor, serving industrial uses along the corridor and providing storage for train cars. It is not expected that the rail line will be vacated in the immediate future or if the funds would be available to purchase the right-of-way from CSX. As such, this potential trail alignment may be removed from the near-term network.

Capital Improvement Plan

Several potential projects are identified in the City's capital improvement plan (CIP) that could add pedestrian and bicycling facilities. As project details are finalized, they will be added to the appropriate maps. Projects include:

- **Fort Harrison Reconstruction (C2102):** This project provides funding for the design and reconstruction of the Fort Harrison Ave. corridor from the apex at Fort Harrison Ave. and Myrtle Ave. (north) to Belleair Rd. (south). This project will replace all major underground infrastructure including water, sewer, reclaim, storm drainage and roadway features where feasible as well as enhanced streetscaping to encourage pedestrian use and increase pedestrian safety through Downtown Clearwater. The installation of bike lanes and landscape islands, where feasible, is proposed as a part of the reconstruction project.
- **Nash Street (C2407):** The project encompasses Nash, Marywood, Shelley, Chaucer, Whitman, and Fernwood Avenues. This neighborhood has limited sidewalk connectivity and the project proposes new sidewalks throughout the entire neighborhood.
- **Osceola Avenue Streetscape (C2408):** This project provides for subsurface utility infrastructure replacement/upgrade to accommodate proposed development of the Bluff properties and significant streetscape changes to better accommodate pedestrian traffic in the area during large events in the adjacent Coachman Park. The installation of bike lanes and landscape islands, where feasible, is proposed as a part of the reconstruction project.
- **Streets and Sidewalks (ENRD180004):** This project provides continuous maintenance to prevent deterioration of city streets and sidewalks in the right-of-way. The scope of work includes milling and resurfacing, pavement markings, and providing for the maintenance, repair and replacement of existing sidewalks, ADA ramps and curbs, and construction of new sidewalks/ADA upgrades throughout the city on an as needed basis.
- **City-Wide Intersections Improvement (ENRD180005):** This project provides funds to improve traffic flow and safety by increasing the capacity of roadway corridors and improving their functionality. Intersection improvements may include adjustments to radii, right tun lanes, and minor channelization.
- **Traffic Signals (ENRD180006):** Provides for renovation of substandard signalized intersections, software and communication infrastructure to meet standards set by Federal and State mandates to increase safety and reduce liability; relocating traffic signal equipment due to road widening or intersection improvements; new traffic signals installed at previously unsignalized intersections that meet traffic signal warrants and/or replacement of span wire with mast arms to improve resiliency; and installation of RRFBs (Rectangular Rapid Flashing Beacons) or other pedestrian flashers that meet warrants.

Florida Department of Transportation (FDOT)

FDOT currently has several projects under construction, under design or in the planning stages that could improve walking and biking within Clearwater, connecting to other communities, including.

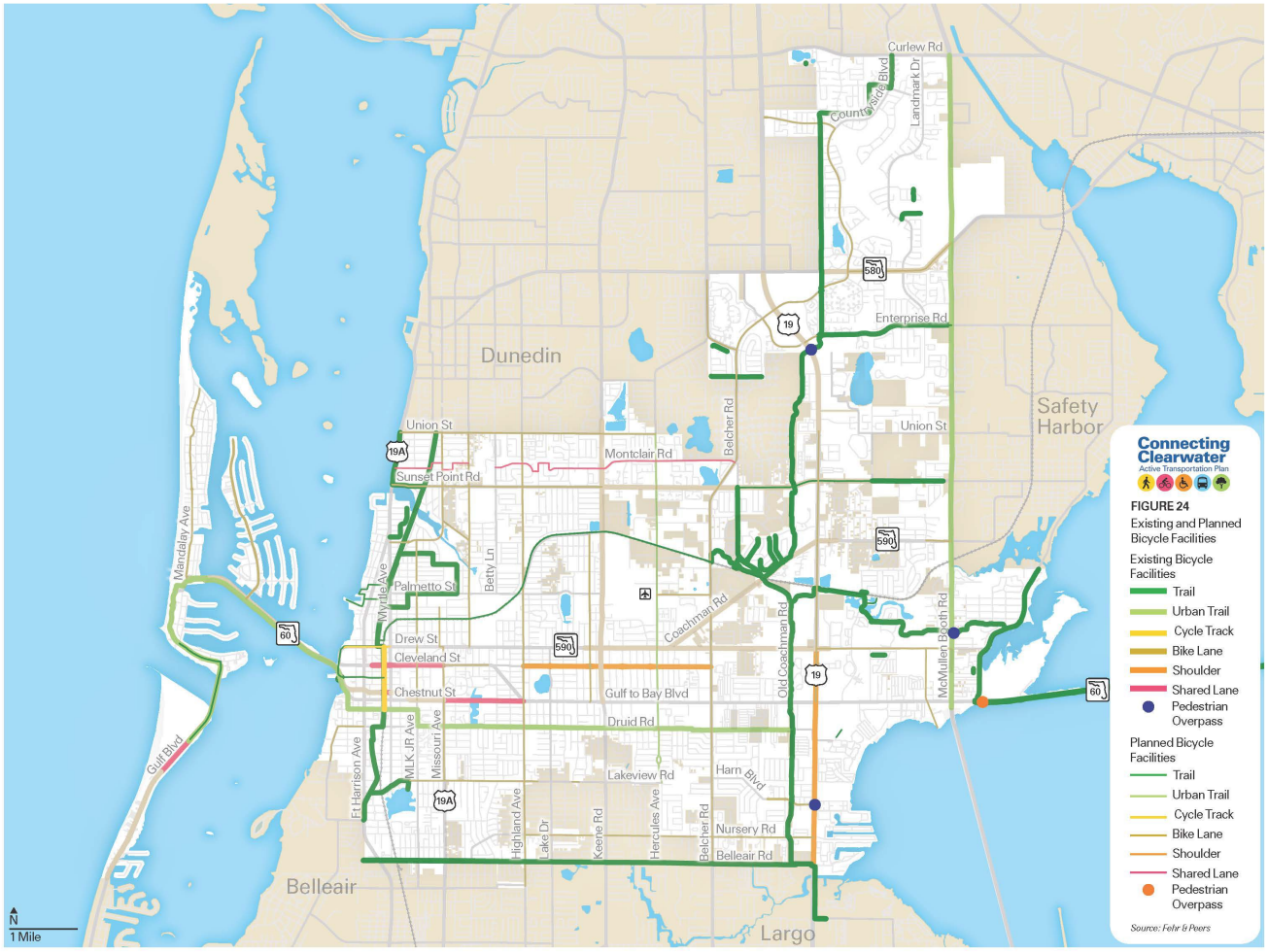
- **SR 60 Courtney Campbell Causeway Pedestrian Overpass (437498-1-52-01):** This project will build a pedestrian/ bicycle overpass over SR 60 (Gulf to Bay Boulevard) east of Bayshore Boulevard, connecting the Bayshore trail and the Courtney Campbell trail in eastern Pinellas County. Construction is expected to be completed in late 2026.

Image 11: SR 60 Courtney Campbell Causeway Pedestrian Overpass Rendering (Source: FDOT)

- **Drew Street, Phase One, (SR 590) Repaving from Osceola Avenue to US 19 (445681-1-52-01):** This project will repave Drew Street between Osceola Avenue and US 19 in Pinellas County. The area between Osceola and Keene will be restriped to create a two-lane roadway with wider sidewalks and bike lanes. The project is currently in the design phase. Construction is anticipated to begin in summer 2026. See FDOT project website for more information.

- **Drew Street, Phase Two, (SR 590) Pedestrian crossing improvements Osceola Avenue to west of US 19 (445681-1-32-01):** This project will install pedestrian crossing improvements between Belcher Avenue and Fernwood Avenue.
- **SR 60 (Gulf to Bay Boulevard) Intersection improvement at Old Coachman Road (449398-1-52-01):** This project will improve the intersection of Gulf to Bay Boulevard and Old Coachman Road to better accommodate pedestrians and bicyclists using the Duke Energy Trail crossing at this location. Construction is anticipated to be completed in summer 2025.
- **State Route 60 (Court Street) From Shore Drive to Rocky Point and SR60/Gulf to Bay Boulevard at Belcher Road (Ad# 25705):** As of March 2025, FDOT has selected a consultant team to lead a planning process for this corridor to identify short-, mid-, and long-term improvements to enhance safety, improve mobility, and expand multimodal options throughout the corridor. As this project effort is just starting, there are opportunities for ATP to inform this planning process.

Figure 24: Planned Bicycle Facilities



Public Participation

Community outreach and engagement is a critical component of the City of Clearwater Active Transportation Plan (ATP) for both informing the public and key stakeholders about the effort and for soliciting their feedback. The public engagement plan is provided in **Attachment D** and summarized below.

Outreach and engagement are primarily focused on four different groups.

- Technical Committee comprised of staff from a variety of departments within Clearwater:
    - Project status updates were provided at regular intervals to the technical committee. Opportunities for more in-depth feedback and comments will be offered during project workshops. Feedback received during these status update meetings and workshops will be considered and incorporated into the overall project.
    - The TAC members were briefed biweekly on key project updates.
    - The first set of TAC meetings were held in December 2024 and feedback from the TAC has been incorporated into the base mapping and overall approach.
- Stakeholder Engagement comprised of community members, staff from other agencies, and members of advocacy groups:
    - This diverse committee provides guidance on a list of projects that have support for staff, elected officials and the community. The stakeholder identified for the project included members of existing city committees, disability advocates, bicycling and pedestrian advocates, school district representatives, and others who have unique insight that will be valuable to plan preparation and project identification. Two stakeholder meetings will be conducted throughout the length of the project. The first stakeholder meeting was conducted in February and the second would be conducted in late September.
        - The first meeting introduced the overall project, specific tasks, and public engagement strategies (February 2025).
        - The second meeting will be used to help refine a future year network (planned for May / June 2025) and to help refine the project prioritization criteria.

        - The third will be used to review the draft plan before it is shared with the General Public.

- General Public:
    - Public engagement will take place through online surveys, interactive GIS-based maps, and community workshops to gather input from residents. A detailed summary of the first public engagement effort is provided in **Attachment E.**
        - Throughout the project, two community workshops will be held—one in April and another in June or July. The first workshop will focus on confirming the extent of the existing active transportation network, collecting feedback on areas where residents would like to see improved walking and biking facilities, and sharing preliminary findings from the existing conditions analysis.
        - The second workshop will present the draft active transportation network and project list, allowing participants to provide feedback and comments for incorporation into the draft plan. Additionally, the second workshop will seek input on prioritization criteria to ensure the final recommendations align with community needs.
- City Council meeting:
    - Throughout the entire length of the project three city council presentations will be developed and delivered including one council workshop, one work session and one regular meeting for approval. The first Council Workshop is scheduled for July 7, 2025.

Next Steps

Based on the existing conditions analysis and feedback from the public, the next steps include:

- Identification of a draft active transportation network, that includes a mixture of project types, including those that can be implemented with low cost and quick build treatments.
- Prioritization of projects based on prioritization criteria to be developed in consultation with the City Council.
- Development of concept plans for the top ten projects, including a mixture of corridor, intersection and quick build opportunities.
- Development of planning level cost estimates for the top ten projects.

Connecting Clearwater
Active Transportation Plan

Existing Conditions
Active Transportation Plan
Technical Attachments

Prepared for:
City of Clearwater

Prepared June 2025

Connecting Clearwater
Active Transportation Plan

Attachment A: Policy Review

Connecting Clearwater
Active Transportation Plan

Draft Memorandum

Date: June 17, 2025

To: Richard Hartman, City of Clearwater

From: Kathrin Tellez, Fehr & Peers

Subject: Active Transportation Plan Policy Review

Introduction

To support the development of the City of Clearwater Active Transportation Plan (ATP): Connecting Clearwater, a review of relevant plans and policies from the city, county, Forward Pinellas and the Florida Department of Transportation (FDOT) was conducted to flag potential barriers to plan implementation and identify policy guidance that could be incorporated into the ATP.

This review was conducted through the lens of the Active Transportation Plan key objectives:

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 adjacent communities.
2. Improve transportation safety outcomes for vulnerable road users, including pedestrians, bicyclists, and other non-auto transportation system users.
3. Develop a feasible project list that can be implemented as standalone projects, as a part of other planned transportation system improvements, or as a part of the development process, that can be integrated with the 2045 Comprehensive Plan and the Advantage Pinellas Active Transportation Plan (2024).

This review was also used to identify potential walking and biking projects that can serve as a starting point for a future year network, to identify if there are potential policy conflicts or regional needs that could be addressed through the preparation of this plan, and to identify how

the preparation of this Active Transportation Plan can support other statewide, regional, or local goals and policies.

A summary of the findings of this review will be incorporated into the Existing Conditions report.

Document Review

The following City of Clearwater documents were reviewed:

- Clearwater 2045 | Comprehensive Plan
- Shifting Gears: Bicycle and Pedestrian Master Plan
- Clearwater Downtown Redevelopment Plan
- Complete Streets for Clearwater Implementation Plan
- US 19 Zoning District and Corridor Plan
- Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines.
- Various land development codes

The following Pinellas County documents were reviewed:

- PLANPinellas: Countywide Comprehensive Plan

The following Forward Pinellas Documents were reviewed:

- Countywide Plan
- Advantage Pinellas (2050 Long Range Transportation Plan)
- Advantage Pinellas Active Transportation Plan
- Complete Streets Grant Program
- Bike Share Feasibility Study
- Safe Streets Pinellas
- SR 60 Corridor: Multimodal Implementation Strategies

City of Clearwater

Various city documents highlight the need and set the policy framework for enhancing bicycling and pedestrian facilities within the city, and improving transportation safety outcomes for

people walking and biking. The following highlights some of the key policies and opportunities from the plans reviewed.

Clearwater 2045 | Comprehensive Plan (2024)

The mobility chapter of the city's *Comprehensive Plan* articulates key policies that are aimed at:

- Expanding options for alternative forms of travel, including transit use, walking, and biking
- Improving travel safety and accessibility for system users
- Supporting improved connectivity and reinvestment in Downtown, in activity centers along US 19, and along key multimodal corridors
- Maximizing capacity on the existing transportation network

To achieve these outcomes, goals and policies have been established to help guide the project development and decision-making process. Relevant goals are summaries below:

- **Goal M1: Transportation System**: Provide a convenient, efficient, and interconnected transportation system that is safe and equitable for all users, expands opportunity, and improves access to local and regional destinations.
- **Goal M2: Multimodal Mobility:** Increase transportation alternatives to lessen dependence on single occupancy vehicle trips by expanding multimodal travel options.

The Comprehensive Plan highlights active transportation and micromobility as key priorities, aligning goals and policies that emphasize walking, biking, and micromobility as essential modes of travel. Promoting these modes not only encourages a more active lifestyle but also offers significant benefits to the City of Clearwater, including reduced roadway congestion and crash exposure, lower greenhouse gas emissions, and increased economic activity in downtown, Clearwater Beach, and activity centers across the city. Throughout the plan, bicycle and pedestrian improvements are prioritized to reduce vehicle miles of travel (VMT) and position these modes as viable and attractive alternatives to driving.

- **Policy M 1.1.1:** Preserve and protect existing and future transportation corridors.
- **Policy M 1.1.2**: Continue to monitor transportation conditions in the city, including roadway level of service, active transportation, and travel safety by user group.
- **Policy M 1.1.4**: Expand alternative transportation strategies to address seasonal congestion.
- **Policy M 1.1.9**: Consider implementing a multimodal screening tool to evaluate multimodal elements, such as sidewalks, bike lanes, or transit access, during the review of site plans or future land use or zoning amendment applications.

- **Policy M 1.1.10:** Analyze impacts of roadway design on the ability to evacuate populations during emergencies.
- **Policy M 1.1.12**: Study the use and effects of micromobility within the city and use the findings to prioritize future projects and programs.
- **Policy M 1.1.13**: Support educational and outreach initiatives to promote safe travel behavior and increase public awareness of alternative forms of transportation, including transit, active transportation, and micromobility.
- **Policy M 1.1.14:** Evaluate opportunities to re-establish a transportation grid and improve pedestrian connectivity.
- **Policy M 1.2.1**: Consider conducting a needs assessment to inventory and assess mobility needs of city residents.
- **Policy M 1.2.4:** Support the creation of expanded transportation service options and types to service traditionally underserved neighborhoods.
- **Policy M 1.3.1**: Address travel safety and utilize the Federal Highway Administration's Safe System elements as part of all transportation planning, complete streets, active transportation, and transit planning processes.
- **Policy M 1.3.4:** Focus improvements to the transportation network on those High- Injury Network (HIN) roadways as found within the ***Safe Streets Pinellas Action Plan.***
- **Policy M 1.3.5**: Continue to provide access to residential, commercial, and recreational areas by providing direct routes such as continuous trails and sidewalks between destinations to minimize potential conflicts between pedestrians and motor vehicles.
- **Policy M 1.4.6:** Create standards for bicycle parking in new development or redevelopment.
- **Policy M 1.6.2**: Support improvements to enable increased use of transit, walking, and cycling for a greater percentage of overall travel and reduce the number and length of vehicle trips.
- **Policy M 2.1.5:** Utilize pilot or quick-build projects on roadways to analyze the operational effects of complete streets techniques.
- **Policy M 2.1.6**: Improve access, safety, and walkability through the provision of improved pedestrian and bicycle connections and enhanced transit accommodations.
- **Policy M 2.1.8**: Develop a program to prioritize the use of the city trails as alternative modes of transportation to help reduce vehicle trips and miles traveled.

- **Policy M 2.1.9:** Continue exploring options to expand the operational hours and safety measures of the Pinellas Trail to allow for increased usage.
- **Policy M 2.2.1:** Prioritize capital investments to support walking, biking, and micromobility that connect city neighborhoods to Downtown, Clearwater Beach, and commercial areas.
- **Policy M 2.2.2:** Prioritize pedestrian safety along sidewalks and crosswalks through solutions such as better lighting, pedestrian scrambles, rectangular rapid flashing beacons (RRFBs), leading pedestrian intervals, and raised crosswalks.
- **Policy M 2.2.3:** Continue to implement the pedestrian and bicycle improvement policies and design guidelines set forth in *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines*.
- **Policy M 2.2.4:** Update the city's *Shifting Gears: Bicycle and Pedestrian Master Plan*, building on the research and analysis conducted to support the *Advantage Pinellas: Active Transportation Plan*.
- **Policy M 2.2.6:** Use the *Parks and Recreation System Master Plan* to guide development of new and enhance existing trail systems throughout the city.
- **Policy M 2.3.4:** Coordinate with partner agencies to increase micromobility options for aging populations.
- **Policy M 2.3.5**: Prioritize capital investments that support transit use and improve transit stop accessibility.
- **Policy M 2.3.8**: Promote more intense, walkable, and transit-supportive forms of development along corridors identified as Multimodal Corridors and Future Transit Corridors on the Countywide Plan Map.

There are some policies that could potentially conflict with the provision of new and enhanced walking and bicycling facilities, such as Policy M 1.1.1, Preserve and protect existing and future transportation corridors. While this policy could suggest a desire to maintain the level of transportation network devoted to private vehicles at the current level, or expand that network. For potential projects that might require expanding into space currently used by vehicle travel, the potential for trade-offs between non-motorized and motorized travel will need to be considered.

There is also the potential to create walking and bicycling facilities that can be dynamic in the event of an emergency (Policy M 1.1.10). For example, some communities are exploring innovative bicycle facility designs that can be converted to emergency vehicle access lanes, or even general purpose evacuation lanes when needed, but then serve active transportation needs within the community under normal conditions.

Shifting Gears: Bicycle and Pedestrian Master Plan (2006)

Shifting Gears: Bicycle and Pedestrian Master Plan was completed in 2006, and many of the projects identified in that plan have been constructed or have been incorporated into the regional Active Transportation Plan (Forward Pinellas).

The vision articulated in the plan is:

> **The City of Clearwater seeks to increase overall mobility and wellness by providing an integrated non-motorized network of bicycle and pedestrian facilities throughout the city for the purposes of recreation, conservation, education, transportation, and economic development.**

Supporting this vision, the City developed four goals with objectives for implementation. The goals include:

- **Engineering:** Enhance our existing transportation network and accommodate non-motorized users through infrastructure modifications to roadways, trails, sidewalks, and crosswalks for bicycling and walking.
- **Education:** Create and implement educational and safety programs that support bicycling and walking.
- **Enforcement:** Ensure the physical safety of our users.
- **Encouragement:** Encourage and promote more walking and bicycling in the City of Clearwater.

This plan includes analysis of bicycle and walking demand for the municipality using commercial, social/recreation, and school demand using Transportation Analysis Zone data. The results of this analysis indicate the greatest demand for bicycling within the center of the city and for walking within the downtown core, and along Gulf-to-Bay Boulevard (SR 60) near Belcher Road.

The City of Clearwater recognizes the importance of expanding bicycle and pedestrian infrastructure. The Planning and Development Department regularly uses the data contained in the Shifting Gears Plan. The updated plan will include an assessment walking and bicycling in Clearwater in 2025, as well as an update of the bicycle and pedestrian facilities inventory and projects status list.

Clearwater Downtown Redevelopment Plan (2018)

The *Clearwater Downtown Redevelopment Plan*, adopted in 2018, outlines a long-term vision for enhancing the downtown area and serves as the land use plan through its designation as a Special Area Plan. Recognizing the importance of bicycle and pedestrian facilities, the plan highlights existing gaps and incorporates supportive policies within its Accessibility and Urban Design goals to address these needs. The boundaries of the downtown planning area generally

are Highland Avenue to the east, Court Street to the south, Clearwater Harbor to the west and Drew Street to the north.

One of the guiding principles of the plan is to create a downtown that is “primarily pedestrian”. Providing a network of safe and comfortable bicycle facilities for people of all ages and abilities is identified as the first step toward encouraging people to walk and bike in Downtown. The bicycle and pedestrian plan for the Downtown area focuses on two major principles: utilizing the existing facilities and removing barriers in the existing bicycle network system. There are opportunities to improve the bicycle and pedestrian system through other design features and non-capital improvement projects in addition to more substantial projects. The plan identified on-street bicycle facilities, including urban trail connections, bike lanes, sharrows, and buffered bikeways. The need to provide supportive end-of-trip facilities, such as secure bicycle parking, was also identified. Proposed projects and strategies include:

- Improving bicycle facilities at Park Street Terminal and bus stops.
- Installing bicycle parking at bus stops.
- Offering secure bicycle parking at transit nodes (e.g., bike racks, covered parking, and lockers).
- Establishing bicycle rental systems near transit centers.

A bicycle-sharing program would offer an affordable and convenient alternative to driving for short trips by allowing users to rent bikes from one station and return them to another for a small fee. Enhancing Downtown’s bike facilities, particularly the Memorial Causeway Trail connection, is crucial for the successful implementation of such a program.

While Downtown’s sidewalk network is largely complete, some areas still lack consistent sidewalks. Addressing these gaps would provide continuous pedestrian access throughout the city.

The Future Transportation and Parking section of the plan identifies specific bicycle and pedestrian improvement projects, including:

- Waterfront & Beach Connections
- Bikeway Connections
- Sidewalk Network Improvements
- Streetscape Projects
- Bike Parking
- Urban Design Features
- Integration with Transit

- Bicycle Sharing Program
- Jurisdictional Coordination
- Pedestrian Safety
- Green Colored Pavement

The objectives identified in the plan are:

Objective 1C: Osceola Avenue should develop as an active street frontage. The pedestrian experience from Downtown to the waterfront will be active and engaging.

Objective 2B: Strengthen Cleveland Street, Osceola and Fort Harrison Avenues as local, pedestrian oriented streets. Identify other local streets to be reinvigorated with active ground floor uses.

Objective 2D: Maintain and improve the Pinellas Trail as both a recreational amenity and as a unique opportunity for economic development. Enhance Trail connectivity from the Downtown to the waterfront and Beach. Promote Downtown Clearwater as a destination accessible by the Pinellas Trail.

Objective 2F: Provide safer and more convenient bike facilities, including a bike share program.

Objective 2G: Facilitate pedestrian and bicycle-friendly amenities along and expanding from the Pinellas Trail.

Objective 2L: Coordinate with Pinellas County to improve the Pinellas Trail throughout Downtown.

Objective 3H: Create a connection along Stevenson Creek with a trail and community amenities.

Policy 1: The City shall prioritize sidewalk construction within Downtown that enhances pedestrian linkages and/or completes a continuous sidewalk system on all streets.

Policy 2: Sidewalk easements will be supported to facilitate wide sidewalks in areas with limited rights of way.

Policy 3: The City will develop Pinellas Trail spurs to connect the Trail to the waterfront and promote Downtown as a destination along the Pinellas Trail.

Policy 4: Uses along the Pinellas Trail shall be oriented toward the Trail to take advantage of the people drawn to this recreational/transportation amenity. Connections to the Pinellas Trail are to be incorporated in site plans when property is adjacent to the Trail or when the proposed use would benefit through a connection.

Policy 5: The City shall continue to provide bike parking and consider developing incentives to promote additional bike parking on private development, particularly those along the Pinellas Trail.

Specific transportation related projects include:

- New sidewalk construction
- Wayfinding in CRA Area (O.2F)
- Coordinate with all transportation service providers on infrastructure and program improvements including the water taxi, trolley, bus system, rail, elevated transit, bike share and others (Accessibility Goal)
- Coordinate with Forward Pinellas to implement a bike share program (O.2F)
- Develop a bicycle parking plan and incorporate bicycle parking into streetscape standards and site plan review. Install additional bicycle parking in Downtown (Downtown Policy 5)
- Redesign and construct Ft. Harrison as a Complete Street (Accessibility Goal O.2B)
- Establish a bike/ped/transit Cultural Trail in coordination with all 24 cities in Pinellas County and the larger region
- Plant shade trees on an annual basis (O.4E)
- Design and Construct Downtown Streetscaping (O.2B, O.2C)
- Design and Construct Pinellas Trail Improvements
- Building a pedestrian and bicyclist friendly crossing at Court and Chestnut (P.7)
- Conduct and implement a bike/ped safety study (O.G and O.2I)
- Construct Trail Upgrades (P.9)
- Design trail connections from Pinellas Trail to the Seminole Boat Ramp (P.9)
- Cleveland Streetscape Phase III

Some of these improvements have been completed, while there is an opportunity to incorporate some into the Active Transportation Plan, such as additional trail connections, complete street improvements and crossing enhancements.

Complete Streets for Clearwater Implementation Plan (2019)

The *Complete Streets for Clearwater Implementation Plan*, adopted in 2019, outlines the need for Complete Streets, provides a framework for changing how streets are designed, and identifies actions that can be taken to implement complete street projects. The plan also identifies strategies for the incorporation of transportation improvements in conjunction with redevelopment efforts. The objectives of the citywide plan included the following:

- Build stakeholder consensus (internally and externally) on the elements of Complete Streets
- Develop a framework to prioritize projects and the delivery process
- Adopt an implementation action plan and guiding principles of citywide action
- Adopt a Complete Streets Policy for the City of Clearwater

Some of the guiding principles included in the plan are:

- **Safe, Comfortable Travel:** Provide safe and comfortable options to reduce crashes and encourage non automobile travel. Allow all street users to be safe and feel safe.
- **Transportation Accessibility:** Develop a transportation system that provides ease and efficiency for all modes of transportation
- **Multimodal Mobility:** Build a transportation system that provides a variety of multimodal travel options. Develop a regional transportation network that adapts to technological changes to achieve the City's mobility and economic goals.
- **Connected and Inviting:** Encourage walking, biking, and accessible transit use through a system of well-connected streets. Protect neighborhood streets as inviting spaces to walk and bike as part of a connected network.
- **Economic Vitality and Placemaking:** Support local businesses by providing safe, convenient access for residents, employees, and customers who walk, bike, ride transit, or drive. Incorporate signage and wayfinding to identify distinct and unique places within the city.
- **Community Health:** Promote active transportation (walking, cycling, transit) to improve health and reduce chronic diseases. Improve air and water quality by reducing the number of vehicles on the road
- **Social Equity and Investment:** Plan streets as pathways for people of all ages, abilities, races, and incomes to socially interact and be able to travel using affordable modes of transportation. Design streets to serve people with the greatest need, which improves mobility and access for all people.
- **Technology:** Improve mobility services and encourage alternate modes of travel through technology. Apply technological innovations to enhance options and equitable access to multimodal transportation

Some of the key action items from the plan include:

- **Action 8:** Develop an annual and 5-year project priority list with ranking criteria and proposed costs for all infrastructure

- **Action 15:** Pursue dedicated and additional funding for Complete Streets and maintenance projects.

To further these actions, the city is currently working on several complete street concepts, including some in partnership with the jurisdiction that maintains the roadway, including:

- **Drew Street Corridor:** The city was awarded a Complete Streets grant from Forward Pinellas in 2017 for the Drew Street Complete Streets Concept Design. The plan identifies typical sections for downtown, neighborhood, and commercial areas.

  The Florida Department of Transportation (FDOT) is now preparing design plans for Drew Street between N Osceola Avenue and US 19. Much of the corridor, from Myrtle Avenue to NE Coachman Road, is State Road 590. The project includes on-street bike lanes, wider sidewalks, and a two-way cycle track connecting from the Pinellas Trail to N Osceola Avenue.

- **Fort Harrison Complete Street** study, funded by Forward Pinellas, identified improvements from Belleair Road to N. Myrtle Avenue, with pilot projects implemented including decorative crosswalks, mid-block crossings, median islands, and neighborhood traffic circles.

Improvements were recently made along Cleveland Street, including enhanced walking and bicycling facilities.

US 19 Zoning District and Corridor Plan

The US 19 Zoning District & Development Standards guides the development and redevelopment of sites along US 19 consistent with strategies defined in the US 19 Corridor Redevelopment Plan. The standards are designed to accomplish the following.

- Promote employment-intensive and transit supportive forms, patterns, and intensities of development
- Encourage the development of mixed use destinations at major cross streets
- Provide for the design of safe, attractive, and accessible settings for working, living, and shopping.

The plan identifies a network of walking and bicycling facilities along and connecting to the corridor that will be considered in the development of a future bicycling and walking network.

Pinellas County

There are several county roads that traverse Clearwater, and numerous county pockets within the city, so close coordination with Pinellas County may be required to implement projects.

PLANPinellas (2023)

PLANPinellas is the County's comprehensive plan, a policy document that guides decision-making by setting policies for future land use, economic development, mobility, natural resource protection, public services and many other issues that shape the quality of life for nearly one million residents. PLANPinellas primarily serves Unincorporated Pinellas County and provides guidance to our 24 municipalities to ensure better coordination across the entire county.

The plan is centered around eight guiding principles including Sustainable Future; Healthy Communities; Strong Local Economy; Housing Options; Multimodal Transportation; Natural Resource Protection; Best Practices; and Responsible Regionalism.

Relevant goals that support the development of active transportation facilities on county roadways include:

- **TRA Goal 1** (Multimodal System): Provide a safe, convenient and energy efficient multimodal transportation system to improve quality of life.
- **TRA Objective 1.1**: Develop and maintain a multimodal transportation system that:
    - Minimizes the potential for transportation related deaths and serious injuries;
    - Provides transportation options that increases mobility for all users, and reduces dependence on single-occupancy motor vehicles;
    - Adapts to changing needs, vehicles and technology; and
    - Efficiently utilizes existing capacity and rights-of-way.
- **TRA Policy 1.1.2:** Take a complete streets approach towards mobility to safely meet the modal needs of all users regardless of age or ability.
- **TRA Strategy 1.1.2.6:** Prioritize closing existing gaps in the multimodal network.
- **TRA Strategy 1.1.2.7:** Prioritize the provision of shade on sidewalks, trails and multiuse paths through measures such as tree planting, site plan design, street furniture, and other features that provide shade.
- **TRA Objective 3.1**: Provide multimodal transportation facilities that connect housing, employment centers, educational facilities, activity centers, and intermodal centers to advance the foundation for a thriving economy.

PLANPinellas identifies bicycling facilities along county roadways that will be incorporated into the ATP.

Forward Pinellas

Forward Pinellas is the land use and transportation planning agency within Pinellas County, and they guide integrated transportation and land use solutions that sustain economic value by connecting the communities of Pinellas County and the Tampa Bay region. The agency is charged with addressing countywide land use and transportation concerns, as both the Pinellas Planning Council and Pinellas County Metropolitan Planning Organization. Forward Pinellas not only provides a forum for countywide decision-making on transportation and land use issues, but also assists Pinellas County's 24 cities and unincorporated Pinellas County with technical support, regional coordination and policy advice and guidance.

Countywide Plan

The Countywide Plan guides the formulation and execution of integrating land use and transportation planning. The document includes goals and strategies for guiding coordinated land use planning in the county. Bicycle and pedestrian improvements are addressed in several of the Transportation Goals.

Transportation Goal 3.0: Transit-Oriented Pedestrian/Bicycle Planning: Enhance the existing transportation network to provide functional and effective pedestrian, bicycle, and transit connections in transit-oriented areas.

Transportation Goal 4.0: Complete Street Design: Design streets to be multimodal "Complete Streets," with an emphasis on safety, access and circulation for all users, regardless of age or ability, based on the context of the roadway and its surrounding area.

These goals are supported by specific strategies to integrate transit-oriented developments and bicycle/pedestrian planning. Several other transportation and land use goals in the Countywide Plan support bicycle and pedestrian improvements in Pinellas County.

Some of the strategies that promote active transportation, as identified in the countywide plan include:

- **TR 3.1:** Promote an extensive pedestrian system in each transit-oriented area, which minimizes obstacles for pedestrians, provides connectivity with more direct and shorter walking distances, and provides protection from the elements where appropriate.
- **TR 3.2**: Minimize gaps in pedestrian networks accessing transit-oriented areas.
- **TR 3.3**: Establish pedestrian and bicycle connections between transit-oriented areas and surrounding neighborhoods.
- **TR 3.4**: Design pedestrian systems to be Americans with Disabilities Act-compliant, safe, attractive, and comfortable for all users in transit-oriented areas.

- **TR 3.:5** Design pedestrian networks to accommodate large groups of pedestrians, by the provision of wide sidewalks and unencumbered walkways in transit-oriented areas.
- **TR 3.6**: Use planting strips/street trees, on-street parking, and/or bicycle lanes to separate pedestrians from vehicles in transit-oriented areas.
- **TR 3.7**: Promote bicycle parking, and encourage other bicycle amenities, such as bicycle repair, rental, and cyclist comfort stations, in transit-oriented areas.
- **TR 3.8**: Ensure the conversion of drainage swales to curb and gutter systems for stormwater management around transit-oriented areas, to create a more pedestrian-friendly environment.
- **TR 4.1:** Set vehicular levels of service to reflect an emphasis on all modes of travel, including pedestrians and bicyclists.
- **TR 4.2:** Relax vehicular levels of service in Activity Centers, Multimodal Corridors and Planned Redevelopment Districts.
- **TR 4.3:** Redesign existing street intersections with a greater emphasis on safe pedestrian and bicycle usage.
- **TR 4.4**: Design an interconnected street network based upon a block system, with blocks at the appropriate maximum length for the appropriate transit station type when located in a station area.
- **TR 4.5:** Provide mid-block street crosswalks in urban, congested areas where there are long distances between signalized crossings.
- **TR 4.6**: Incorporate traffic calming measures, context-sensitive design, and access management for pedestrian and bicycle travel in transit-oriented areas, using current best practices.
- **TR 4.7:** Accommodate multimodal local and regional connections for all types of vehicles, including trains, buses, bicycles, cars, ships, boats, aircraft, and vehicles for hire, where applicable.

Advantage Pinellas (2050 Long Range Transportation Plan)

The 2050 Long Range Transportation Plan (LRTP) includes goals, objectives, and policies related to bicycle and pedestrian mobility that guides bicycle and pedestrian improvements. Objectives and policies related to bicycle and pedestrian transportation in the 2050 LRTP are shown below.

Objective 1.1: Create neighborhoods that support walking and bicycling as a realistic travel choice for daily activities.

Policy: Forward Pinellas shall assist local governments in creating and sustaining mixed use, walkable neighborhoods, centers and districts that serve the surrounding population.

Policy: Forward Pinellas shall work with local agencies to identify and address gaps and barriers to safe walking and biking.

Policy: Forward Pinellas supports the installation of protected bicycle lanes as the preferred option for bicycle facilities on roads where posted vehicle speed limits exceed 35 mph.

Policy: Forward Pinellas shall prioritize implementation of a corridor-based, nonmotorized transportation strategy that achieves the goals of the Active Transportation Plan.

Policy: Forward Pinellas shall review roadway design plans for resurfacing and reconstruction projects to ensure the needs of all roadway users, including pedestrians and bicyclists, are sufficiently addressed.

Policy: The Active Transportation Plan shall be used as the resource to establish the vision and identify strategic priorities for shared use path facilities and connections throughout Pinellas County and to neighboring counties.

Policy: Forward Pinellas supports improved connectivity between neighborhoods and commercial destinations to improve safe accessibility for motorized and nonmotorized travel.

Policy: Forward Pinellas shall ensure that future bicycle projects throughout Pinellas County are connected with existing bicycle lanes and facilities.

Policy: Forward Pinellas shall seek balance between vehicle capacity and the need to provide safe access for all users of the transportation network while also protecting community interests in the development and implementation of the Transportation Improvement Program and the Long Range Transportation Plan, including techniques to manage vehicle speeds in appropriate locations.

Objective 1.2: Consider facilities for, and the connectivity between, all modes in the planning, design and construction of transportation projects.

Policy: Forward Pinellas shall promote the development of complete streets where public rights of way are planned, designed, constructed, operated and maintained for the safety and mobility of pedestrians, bicyclists, motorists, transit riders, freight carriers, emergency responders and adjacent land users, regardless of age or ability.

Policy: Forward Pinellas shall continue to work to incorporate facilities that accommodate all modes of transportation such as pedestrians, bicyclists, motorcyclists, electric bicycles/scooters, automobiles and electric vehicles.

Objective 3.3: Make the transportation network safer for all users through community and engineering design, public policy, law enforcement, education and funding.

Policy: Forward Pinellas shall continue to advocate for pedestrian safety through public awareness, education and outreach.

Policy: Forward Pinellas shall identify high crash locations and prioritize improvements by working with relevant agency partners.

Objective 3.4: Facilitate safe travel to and from school.

Policy: Forward Pinellas shall support school safety programs such as walking school buses, bike rodeos, school pools, and others sponsored by the Pinellas School District and other partner agencies.

Policy: Forward Pinellas shall promote safe walking and bicycling access to schools through various partnerships and outreach efforts

Goal 5: Increase the accessibility and mobility of people and freight in Pinellas County and throughout the Tampa Bay region.

Objective 5.1: Provide improved mobility and accessibility for everyone by better connecting people to places, eliminating transportation barriers to expanded economic opportunity and enhancing community quality of life.

Policy: Forward Pinellas shall prioritize transportation projects that reduce single occupant vehicle trips.

Policy: Forward Pinellas shall support context-sensitive bicycle and pedestrian facilities that are designed respectively to the characteristics of the roadway or corridor and its adjacent land use activity.

Policy: Forward Pinellas shall assist and encourage the implementation of transportation demand management (TDM) strategies that promote alternatives to SOV travel, such as carpooling, vanpooling, transit use, waking, bicycling, telecommuting and variable work schedules.

Policy: Forward Pinellas supports technology innovations and micromobility strategies to strengthen first-mile/ last-mile connections between transit stops or station areas and travelers' origins and destinations

The LRTP also includes several projects within Clearwater that contain an active transportation component as summarized in **Table 1**. These projects will be considered in the development of the Active Transportation network for the City of Clearwater.

Table 1: Projects from LRTP in Clearwater

No.	Type	Facility	Extents	Project Description	Total Project Cost
1	Cost Feasible Roadway Improvement (2031-2035)	Belleair Road	Keene Road to US 19 (SR 55)	Add turn lanes and multi modal improvements	$11.5 M
9	Cost Feasible Roadway Improvement (2031-2035)	Sunset Point Rd/ Main Street	Kings Highway to Keene Road	Intersection and multi modal improvements	$3.6 M
2	Cost Feasible Active Transportation Improvement (2031-2035)	Sunset Point Rd/ Main Street	Kings Highway to Keene Road	Dedicated facility for bicyclists and pedestrians	$17 M
11	Cost Feasible Roadway Improvement (2036-2040)	Belcher Road	Druid Road to Drew Street	Add turn lanes and multi modal improvements	$33.6 M
21	Cost Feasible Roadway Improvement (2041-2050)	SR 590/NE Coachman Rd	Drew Street to McMullen-Booth Road	Add sidewalks, bike lanes and drainage	$12.09 M
32	Unfunded Roadway Improvement (2050)	SR 60	W of Shore Drive to McMullen Booth Road	Corridor Operational improvements	$1M

Source: Forward Pinellas, 2025.

Advantage Pinellas Active Transportation Plan (2024)

The Advantage Pinellas Active Transportation Plan, first prepared in 2020 and updated in 2024, presents a countywide vision for Active Transportation facilities within the county. The plan outlines key goals that support active transportation, including:

- Enhancing safety and minimizing conflicts between bicyclists, pedestrians, and other roadway users.
- Establishing connections to key destinations while integrating active transportation with other modes of travel, such as public transit.
- Ensuring accessibility and comfort for users of all ages, abilities, and communities across the county.

Additionally, the plan identifies high level goals, and objections to help the region achieve these goals.

Pinellas County desires a Regional Active Transportation Network that:

- Improves safety and reduces bicycle and pedestrian conflicts.
- Connects with destinations and integrate with other modes such as public transport.
- Is accessible and comfortable for all users, of all abilities, in all communities.
- Enhances the quality of life, economic condition, and health of the region.

Objectives were developed, aimed at achieving these goals, including:

> **Objective 1:** Work with communities to improve the safety of people bicycling and walking through engineering, education, and enforcement strategies.
>
> **Objective 2:** Encourage communities to pilot solutions such as protected intersections and protected bicycle lanes in strategic areas to immediately study impacts and possible long term solutions.
>
> **Objective 3:** Help communities identify high crash corridors and perform pedestrian focused road safety audits, and assist with constructing proven safety countermeasures; help communities identify pedestrian priority zones and encourage use of strategies such as shortened signal times like pedestrian intervals and other pedestrian phases within these zones and at specific times such as peak hour.
>
> **Objective 4:** Work with transit providers to identify alternative measures and locations of bus stops at areas with a history of crashes to better facilitate safe crossings or access destinations or other informal pedestrian paths.

Objective 5: Encourage communities to conduct safety improvements like prohibiting turning right on red in bicycle and pedestrian priority areas or lighting improvements in areas where more than 25 percent of crashes occur outside of daylight hours.

Objective 6: Create a hierarchical network of bicycle and pedestrian facilities for long-distance travel, short-distance travel, local access, and recreation. Also encourage communities to utilize connected, low-speed, low-volume streets and low-stress facilities as part of the bikeway network.

Objective 7: Work with providers to provide equitable integration of bicycle and pedestrian facilities into transit stations and stops such as long-term bicycle parking, bike racks, etc.

Objective 8: Prioritize gaps in the existing network that increase access and decrease travel distances for people riding bicycles and walking, specifically for East/West and North/South connections across the County.

Objective 9: Normalize and integrate bicycle parking into development projects and temporary parking during events. Encourage the installation of new bicycle parking near businesses, transit stops, apartments, or other destinations. Encourage bicycle parking as a routine hardscape component of street and development projects.

Objective 10: Encourage communities to reduce travel times for bicyclists and pedestrians by providing more direct routes, operational improvements such as signal sensor adjustments and/or reducing wait times for pedestrians.

Objective 11: Prioritize ongoing maintenance and repair of the bikeway and pedestrian network.

Objective 12: Promote predictable maintenance of operations of the bikeway and pedestrian network during private and public construction projects and events.

Objective 13: Work with communities to prioritize expanding bikeways to and within neighborhoods underserved by the current bikeway network as well as completing sidewalk networks and access to trails.

Objective 14: Encourage communities to prioritize widening of or separation of bicycle facilities from vehicle road lanes; providing alternate routes with lower vehicular traffic volumes, and Levels of Traffic Stress. For pedestrians, improvements should include reducing cross-slope, widening sidewalks, or repairing broken or uneven sidewalks.

Objective 15: Encourage communities to prioritize bicycle and pedestrian connections and networks to educational facilities, parks and other locations frequented by children.

Objective 16: Encourage more bicycle use through bike share programs in key communities.

Objective 17: Encourage recreational bicycling and walking through more pedestrian/bicycle/trail connections to parks and other recreational facilities.

Objective 18: Encourage communities to prioritize widening of or providing separation of bicycle facilities from vehicle road lanes or providing alternate routes with lower vehicular traffic volumes, and lower levels of Traffic Stress. For pedestrians, improvements should include reducing cross-slope, widening sidewalks, or repairing broken or uneven sidewalks.

Complete Streets Grant Program

Forward Pinellas established a Complete Streets Grant Program in 2016 to further its policies of improving mobility options and safety outcomes for all roadway users. Complete Streets is an approach where public right-of-way is planned, designed, constructed, reconstructed, operated, and maintained for people of all ages and abilities. A major component of this philosophy is providing safe and accessible bicycle and pedestrian facilities.

The Complete Streets Grant Program provides incentives to the local governments to implement related projects and apply for funding through Forward Pinellas, and it provides funding for at least one concept planning project and one construction project each year. To date, there have been eight rounds of funding to develop complete streets concept plans and construction projects. Within Clearwater, two corridors have been evaluated under the Complete Streets Grant program:

- Drew Street concept plan from North Fort Harrison Avenue to US Highway 19 (design phase)
- Fort Harrison Avenue concept plan from Belleair Road to Pleasant Street (Planning phase)

Bike Share Feasibility Study (2016)

Forward Pinellas conducted a Bike Share Feasibility Study to assess implementing a countywide program. Implementation of bike shares supports the MPO's goal of providing a balanced and integrated multimodal transportation system to meet growing mobility needs. The effort reviewed peer areas and how they are implementing and benefiting from bike share, business models, existing conditions, funding sources, and community feedback.

The study analyzed various benefits of bike share programs, including being a cost-effective multimodal option in comparison with other projects like transit and roadways. Commercial bike share programs are typically funded through user-generated revenue. Additionally, the study identified other indirect benefits including encouraging active transportation, boosting economic development, and improving first- and last-mile transit connections.

The study identified eight indicators to measure the suitability of an area for supporting bike share services, which can

- Employment Density
- Population Density
- Attractions
- Colleges
- Bicycle Mode share
- Transit Stops Density
- Existing Bicycle Infrastructure
- Demographics

Each of the indicators included a heat map demand analysis. Areas with high potential demand for bike share were identified through a heat mapping exercise that allocated "weighted points" to where people live, work, shop, play, and take transit. This helped to identify potential sites with the highest demand for bike share, which includes portions of Clearwater.

Safe Streets Pinellas

Safe Streets Pinellas is the Vision Zero Action Plan for Pinellas County, aimed at eliminating serious injuries and fatalities on roads throughout the county by 2045. This plan, last updated in 2023, outlines implementable and measurable steps, emphasizing the importance of periodic reviews and updates in collaboration with partner agencies.

The document is organized into eight chapters, beginning with an introduction that sets the stage for a comprehensive understanding of Vision Zero, community outreach efforts, and the critical role of collision data in shaping effective safety measures. The subsequent chapters delve into various aspects critical to achieving the plan's goals. The report analyzes collision trends from 2015 to 2019 to identify patterns and potential countermeasures for high-risk areas. It shows demonstration projects that highlight potential safety improvements and introduces the High Injury Network to target efforts where they are most needed. Furthermore, the plan includes a toolbox of countermeasures for improving safety, emphasizing both non-engineering and engineering solutions.

SR 60 Corridor: Multimodal Implementation Strategies

Forward Pinellas, in collaboration with its agency partners, is working to enhance safety and expand transportation options along the State Road 60 corridor, which connects Clearwater Beach, Downtown Clearwater, and Tampa International Airport. Initiated in 2016, this planning

effort includes key partners such as the Pinellas Suncoast Transit Authority, City of Clearwater, Pinellas County, and the Florida Department of Transportation.

The plan's primary objective is to identify both short- and long-term improvements aimed at enhancing safety and mobility throughout the corridor. While focusing on S.R. 60—known locally as Court Street, Chestnut Street, Memorial Causeway, Gulf to Bay Boulevard, Courtney Campbell Causeway, and Memorial Highway—the plan also considers parallel roadways such as Drew Street, Cleveland Street, and Druid Road, along with the north-south connections that link them. The study thoroughly evaluated strategies for providing safe and efficient transportation, particularly between McMullen Booth Road and Clearwater Beach.

The study conducted a comprehensive analysis of existing conditions, identified gaps within the multimodal network for walking, bicycling, and transit, and evaluated these gaps using established performance measures. Each gap was then prioritized based on its potential impact on mobility, safety, land use, and economic development. Project cost estimates were developed for the prioritized improvements, forming the foundation for the plan's short-term implementation strategies. The top 10 short-term projects and their associated costs are shown in **Table *2***.

Table 2: Components of SR 60 Study

Facility	Extents	Network Gap	Estimated Capital Cost
Beach to TIA Express	Tampa International Airport to Clearwater Beach	Premium Express Transit	$ 3.4M-4.9 M
Memorial Causeway Busway for trolleys and the planned TIA to Beach Express	Court Street to Clearwater Beach Transit Center	Premium Express Transit	$ 8.1 M
SR 60/Chestnut Street	Court Street to Martin Luther King Jr. Avenue	Bicycle Accommodations	$ 0.54 M
SR 60/Gulf to Bay Boulevard	US 19 to Highland Avenue	Multimodal Accommodations	$ 0.7 M
Missouri Avenue	Belleair Road to Drew Street	Bicycle Accommodations	$ 18 M
SR 60/Gulf to Bay Boulevard	McMullen Booth Road to US Highway 19	Multimodal Accommodations	$ 1.9 M

Facility	Extents	Network Gap	Estimated Capital Cost
Drew Street	North Myrtle Avenue to Saturn Avenue	Multimodal Accommodations	$ 3.4 M
SR 60/Gulf to Bay Boulevard	Court Street to Cleveland Street	Bicycle Accommodations	$ 2.8 M
Clearwater Beach Connector Trail	Pinellas Trail to Martin Luther King Jr. Avenue	Multi-use Accommodations	$ 0.3 M
Cleveland Street	Gulf to Bay Boulevard to Missouri Avenue	Bicycle Accommodations	$ 3.7 M
Martin Luther King Jr. Avenue	Chestnut Street to Lakeview Road	Bicycle Accommodations	$4.6 M
Multi-use Accommodations are shared- use paths for non-motorized travel that may include bicyclists, walkers, skaters, and people with disabilities.			

Source: Forward Pinellas

The plan also included a longer-term vision for the corridor. FDOT is initiating a more formal process to develop more detailed plans and an implementation strategy for corridor improvements.

Connecting Clearwater
Active Transportation Plan

Draft Memorandum

Date: December 1, 2025

To: Richard Hartman, City of Clearwater

From: Kathrin Tellez, Beneetta Mary Jose, Fehr & Peers

Subject: ATP Policy Recommendations

Introduction

In addition to the infrastructure recommendations, a series of policy recommendations were developed to guide future active transportation projects and other infrastructure improvements throughout the region in support of the goals of the Active Transportation Plan.

Relevant plans and policies from the City of Clearwater, Forward Pinellas and the Florida Department of Transportation (FDOT) were reviewed to identify potential barriers to plan implementation and identify policy guidance that could be incorporated into the ATP, with a detailed analysis provided in the Policy Review Technical Memo attached to the Technical Appendix.

Some of the Key highlights of the policy recommendations were:

a) Updating parking code requirements to develop short term and long term bicycle parking requirements.
b) As a part of the development review process, any development that is adjacent to a proposed Active Transportation project should either construct the portion of the project along their frontage or ensure that their site development plans do not preclude the construction of a project by others in the future.
c) Update the minimum width of sidewalk as mentioned in City of Clearwater Complete streets Implementation Plan.
d) All new and upgraded facilities must meet ADA requirements.
e) Add to the code bicycle facilities requirements and minimum standards.
f) Development standards for all bicycle and pedestrian circulation should be incorporated.
g) Develop micromobility Policy.

This tech memo details policy guidance on micromobility, bikeway selection and ADA requirements.

Micromobility Policy Guidance

Micromobility devices are a relatively new phenomenon with their use and definition evolving over the last 10 years. Micromobility refers to a range of individual-use, light-weight vehicles[1] (typically 20" to 36" wide and 50 pounds or less, but up to 121 pounds), typically operating at speeds below 15 miles per hour, but no greater than 28 miles per hour. Mobility devices include, but are not limited to bicycles, e-bikes, e-scooters, e-skateboards, shared bicycle fleets, and electric pedal-assisted bicycles, and exclude devices with internal combustion engines.

There are similarities between micromobility devices and traditional walk/bike modes including:

- Users of both self-propelled modes and e-bikes/e-scooters are considered vulnerable users, meaning the users of these devices are more vulnerable in a crash as they are not protected by an automobile
- Both modes are primarily used for short trips
- Both modes serve as first-mile/last-mile connections
- Depending on the class of e-bikes, a drivers license is not required, similar to a traditional bike

However, there are differences between traditional walk/bike modes and e-bikes/e-scooters including:

- Some e-bikes/e-scooters are owned by a third-party company and shared by users, but private ownership that can be harder to regulate is increasing.
- Travel speeds tend to be higher on electric micromobility devices. Studies vary, but according to one Swedish study, the average self-propelled cyclist travels around 9 mph, while an average e-bike user travels around 14 mph[2]; many e-bikes have a maximum allowed speed of 28 mph.
- People on e-bikes and e-scooters can travel, on average, at faster rates of speed than those on self-propelled bicycles and require additional sight distance/reaction time to stop. Additionally, the speed differential between users of micromobility devices and other people walking and using self-propelled bicycles can create the potential for hazards, especially when there is a high volume of users.

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[1] Some micromobility vehicles are legally classified as devices rather than vehicles which affects where they can legally operate. For example, e-bikes and e-scooters with seats are defined as vehicles under Florida law and cannot be operated on sidewalks under motorized power. Stand-up e-scooters are not defined as vehicles and can be driven on sidewalks.

[2]Dozza, M., Werneke, J., & Mackenzie, M. (2013). e-BikeSAFE: A naturalistic cycling study to understand how electrical bicycles change cycling behaviour and influence safety. In International Cycling Safety Conference (pp. 1–10). Helmond, The Netherlands. Retrieved from https://trec.pdx.edu/blog/are-e-bikes-faster-conventional-bicycles

- E-bikes are typically heavier than non-electric bicycles. E-bikes can range between 40 and 80 pounds, with some e-bikes even heavier than 80 pounds, while human-powered bikes are typically 20 to 30 pounds. As the speed and weight of e-bikes increases, the greater likelihood of a serious injury or even a fatality if a person riding an e-bike collides with another vulnerable road user.

E-bikes, e-scooters, and other micromobility devices have been controversial in recent years, with concerns related to higher speeds, which can lead to injuries for both the rider and other road users and shared devices cluttering public spaces. Third-party devices are often left in the middle of the sidewalk or in private yards, which can create barriers to other people using the sidewalk, especially those with disabilities, and create visual clutter in neighborhoods. As a result of these concerns, many jurisdictions have either banned shared use mobility companies entirely or restricted their use to specific areas. Regulations, when applied consistently and enforced, can help manage the use of micromobility devices in our communities, including policies related to:

- Regulating speed on sidewalks and trails, based on their context, volume of users and user profiles
- Not permitting electric micromobility devices on unpaved trails
- Requiring micromobility users to yield to pedestrians
- Implementing equity requirements into shared mobility contracts
- Regulating where/how micromobility devices can be parked

Geofencing technology has proven effective in reducing speeds of shared mobility devices that travel in specified areas, as the companies that own the vehicles can lower the maximum speed of the device when it enters certain areas. Shared devices can also be programmed to not operate in specified locations, such as streets where there could be significant conflicts with pedestrians. However, it can be difficult to regulate speed and location on privately owned micromobility devices.

In addition to regulations related to the end user experience and requirements, regulations related to other factors should be incorporated, including:

- Fleet size, which can ensure that sufficient vehicles are available but not result in a fleet size that is unmanageable for the jurisdiction.
- Fleet removal/relocation to ensure there is a process to remove inoperable devices that can pose a hazard to the public, including process to remove devices from the public-right-of-way when storms with high winds and rains are forecast so devices do not impede emergency response.
- Fleet rebalancing to ensure access to devices when needed, avoid overcrowding on sidewalks and ensure equitable access to devices.
- Equipment maintenance plans to ensure that operators have plans in place to routinely maintain and inspect devices.

- Customer service information should be prominently displayed on all devices and customer service lines should be staffed in real-time during hours to be specified in collaboration with the jurisdiction.

- Pricing structures should promote equity and provide revenue shares to the jurisdiction that can be used to invest in active transportation infrastructure and safety improvements.

- Staffing and workforce development considerations should be incorporated into agreements with micromobility providers to ensure an appropriate level of on-the-ground staff to address issues and concerns.

Micromobility regulations continue to evolve, and the most recent legislation should be consulted in the development of code amendments.

Bikeway Selection Policy Guidance

The selection of the most appropriate bicycle facility is important to creating a network that is comfortable, improves safety, and increases accessibility by non-auto travel modes. As new facilities are being planned and existing facilities upgraded, it is important to select the most appropriate facility for the characteristics of the roadway. Public feedback as well as guidance from FHWA and NACTO discourage the placement of on-street bicycle lanes adjacent to high-speed/high-volume roadways. To aid in the selection of the most appropriate facility, the following should be considered:

- New facilities shall follow guidance from the FHWA's Bikeway Selection Guide as well as the FDOT Design Manual. In some instances, there may be trade-offs between the travel modes that need to be considered. The applicable multimodal policy of the agency/jurisdiction should be consulted to help balance competing demands. Where it is not feasible to provide the facility type recommended by FHWA and FDOT guidance, the provision of alternative and parallel routes should be considered with appropriate wayfinding.

- Unidirectional bicycling facilities are recommended adjacent to high speed/ high volume roadways as bicyclists traveling against the flow of traffic - regardless of facility type – have a greater crash risk at intersections and driveway than those traveling in the same direction as motorists. Bikeways that encourage or require cyclists to drive facing traffic should be avoided, particularly along corridors with frequent intersections and commercial driveways. Where urban trails are provided on these types of facilities, they should be provided on both sides of the street, when feasible.

- Facility upgrades should also consider guidance from the FHWA's Bikeway Selection Guide as well as the FDOT Design Manual. During a Resurfacing, Restoration and Rehabilitation (RRR) project, there may be opportunities to enhance existing on-street bicycle lanes. As the RRR process typically includes removing and replacing all lane markings, there can be opportunities to reduce the through lane width and widen the on-street bicycle facility and/or provide a painted buffer. As agencies program RRR projects, opportunities to evaluate the target speed and implement signing, striping, traffic signals, and other low-cost improvements should be considered. These enhancements can help improve access and comfort while more expansive projects that might involve widening sidewalks or providing side-paths are planned, designed, and constructed.

- Where on-street parking exists, a 3-foot buffer should be provided between the bike lane and the on-street parking to prevent dooring collisions. Where buffer space is not available, considerations should be made to removing on-street parking or relocating the bike lane.

- Bicycle facilities should be continued through intersections. This could include dedicated bicycle facilities or connecting bicycle facilities to the adjacent sidewalk and having bicycles cross at the crosswalk. Bicycle facilities may merge with the vehicle travel lane if the roadway is appropriate. The National Association of City Transportation Officials (NACTO) recommends the following three principles on carrying bicycle facilities through an intersection:

    - Reduce turn speed – drivers are more likely to yield to a bicycle or pedestrian if traveling at a low speed, and if a collision does occur, it is less likely to result in a serious injury or fatality.
    - Make bicyclists visible – It is important to maintain clear lines of sight between people driving and people on bicycles at an intersection. Setting the stop line farther back from the intersection and providing raised bicycle crossings are two strategies for making bicyclists more visible.
    - Give bikes the right of way – Providing bicyclists dedicated space and right-of-way, by letting them use leading pedestrian intervals, providing bike boxes and other dedicated facilities, and restricting vehicles from turning right on red can help increase driver yielding.

- Additionally, large intersections that also incorporate on-street bike lanes may need longer clearance time for bicyclists. Bicyclists entering an intersection with a crossing distance greater than 150 feet (these are common at intersections of 6+ lane roadways with a median, dual left-turn lanes and a right-turn lane) take longer to travel through the intersection than a vehicle, and can result in bicyclists still legally completing their crossing when the traffic signal for the opposing through movement has turned green, creating the potential for conflicts. The potential for conflicts can be compounded if there are large vehicles or obstructions blocking drivers' view of the intersection. At these intersections, automatic detection of bicyclists is recommended that would provide additional yellow and all-red time to allow the bicyclist to clear the intersection prior to other movements receiving a green light.

ADA Policy Guidance

The Americans with Disabilities Act (ADA) and the Public Right-of-Way Accessibility Guidelines (PROWAG), final rule effective September 7, 2023, regulate construction within the public environment so that buildings and transportation facilities are accessible to people with disabilities. ADA compliance also benefits pedestrians of all abilities, such as people who use strollers or a wagon to transport supplies to the beach. New transportation projects, from planning through construction phases, should be assessed for compliance with these guidelines and regulations. In addition to meeting applicable ADA and PROWAG requirements, the following guidance is provided:

- **Directional curb ramps with truncated domes** – Projects affecting curb ramps on brick streets or brick sidewalks should provide yellow truncated domes as opposed to red truncated domes for greater visibility for those with visual impairments.

- **Continuous sidewalk** – If sidewalks are being added to any portion of a block, they should be constructed on the entire block or connect via a context-appropriate marked crossing to another pedestrian facility. If special walking surface treatments, such as bricks or pavers are used, materials that are rated for ADA accessibility should be used, as some surface treatments can create trip hazards or an uneven walking surface.

- **Transit stops** – Transit stops should be connected to the larger pedestrian network via smooth, unobstructed surfaces and should be collocated with context-sensitive marked crossings to the greatest extent feasible. The location of the closest marked and controlled crossing should be considered in the placement of new transit stops and when existing transit stop locations are evaluated. Some existing stops are also located at legal crossings that are not marked or controlled that may be candidates for crossing treatments, such as a pedestrian hybrid beacon or a rectangular rapid flashing beacon coupled with high visibility crosswalks.

- **Accessible Pedestrian Signals (APS)** – PROWAG requires Accessible Pedestrian Signals (APS) at all new or modified signalized intersections where pedestrian signals are provided. There are no requirements to implement APS at existing intersections, but jurisdictions are encouraged to prioritize APS in the following circumstances:

    - Where requested by someone with a visual impairment or other disability along a commonly traveled route
    - Where a Leading Pedestrian Interval (LPI) is in place
    - Signalized intersections near underpasses
    - Signalized crossings of on/off ramps
    - Signalized crossings at T-intersections
    - Mid-block crossings

Specific new requirements in PROWAG as related to active transportation facilities include:

- Accessible pedestrian signals are required at all new or modified signals (R206.1)
- Crosswalk enhancements at multilane roundabout entrances or exits (R306.4.2)
- 48” clear width required for pedestrian access route (R302.2)
- Dual curb ramps required at all corners (R203.6.1.1)
- Transit stop boarding areas are required (R309.1.1)
- Detectable warning surfaces (DWS) are required at driveways with stop or yield control R205.7)

Title II of ADA requires all jurisdictions to have ADA Transition Plans that identify ADA deficiencies and solutions to those deficiencies; the city and county have ADA transition plans.

Connecting Clearwater
Active Transportation Plan

Attachment B: Level of Traffic Stress Methodology

Connecting Clearwater
Active Transportation Plan

Memorandum

Date: June 17, 2025

To: Richard Hartman, City of Clearwater

From: Kathrin Tellez, Fehr & Peers

Subject: Active Transportation Plan Level of Traffic Stress Methodology

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Introduction

To evaluate where new and enhanced walking and bicycling facilities could improve accessibility within the City of Clearwater, a Level of Traffic Stress (LTS) analysis was conducted to assess comfort for people bicycling and walking along roadways within the city.

The purpose of this memorandum is to document the approach and data inputs, following guidance published by the Florida Department of Transportation (FDOT) and incorporating feedback from City of Clearwater staff, the Technical Advisory Committee (TAC) and key stakeholders. The LTS analysis was conducted using data inputs compiled as a part of the existing conditions assessment, which includes roadway, land use, demographic and other data. Once the LTS analysis is completed, a land use access analysis will be conducted to evaluate the accessibility of different land uses by a low stress bicycling and walking network. These analyses combined will help inform the identification of new and enhanced walking and bicycling facilities.

This memorandum is organized to provide an overview of the LTS methodology, how the LTS is calculated and key data inputs.

Methodology

Level of Traffic Stress (LTS) is a way to evaluate the stress a person bicycling or walking might experience while traveling on the transportation system. The process outlined in the FDOT

document Quality of Service Handbook, January 2023, was generally used for this analysis. Based on the results of the initial analysis and feedback from Clearwater staff and the TAC, analysis adjustments were made to better reflect the available data and transportation system priorities in Clearwater. A high-level description of LTS scores for bicyclists and pedestrians are presented in **Table 1**, with a visual depiction shown on **Figure 1** for Pedestrian LTS and **Figure 2** for Bicyclist LTS.

Table 1: LTS Scores

LTS Score	Description	Typical Facilities
LTS 1	Facilities are suitable for all users, including children traveling alone, the elderly and people using wheeled mobility devices. People generally feel safe and comfortable using the facility and they are willing to use the facility.	Trails and roadways with dedicated bicycling and walking facilities, and low vehicle volumes and speeds. As traffic volumes and speeds increase, the level of separation between the vehicle lanes and walking and bicycling facilities increases.
LTS 2	All users are able to use the facility, and most are willing to use the facility.	Moderate vehicle volume and speed roadways with sidewalks on both sides of the street. As traffic volumes and speeds increase, the level of separation between the vehicle lanes and walking and bicycling facilities increases.
LTS 3	Tolerable for trained and experienced bicyclists and some pedestrians. People may only use the facility when there are limited routes and mode choices available.	Higher vehicle volume, higher speed roadways with sidewalks on both sides of the street. Limited separation exists between vehicle lanes and walking and bicycling facilities. Can also be local residential streets with low vehicle volumes and speeds with incomplete sidewalk coverage.
LTS 4	Uncomfortable for most people and a barrier to walking and bicycling for many. For people using a wheeled mobility device, such as a wheelchair, the facility is impassable. People may only use the facility when there are limited routes and mode choices available.	Multilane roadways with high speed/high volume vehicle travel typically without facilities for walking or bicycling. Sidewalks may be present, but only on one side of the roadway with no separation between sidewalk and travel lane. Bicycle facilities may be present, but with no separation from the adjacent travel lane.
LTS 5	This applies for pedestrian LTS only and is for non-local residential streets with no sidewalks. This is intended to differentiate between streets that may have a sidewalk that are a high stress facility, and streets with no sidewalks.	Non-local residential streets with no sidewalks.

Source: FDOT Quality Level of Service Handbook, 2023, Fehr & Peers

Figure 1: Visual Depiction of Pedestrian LTS

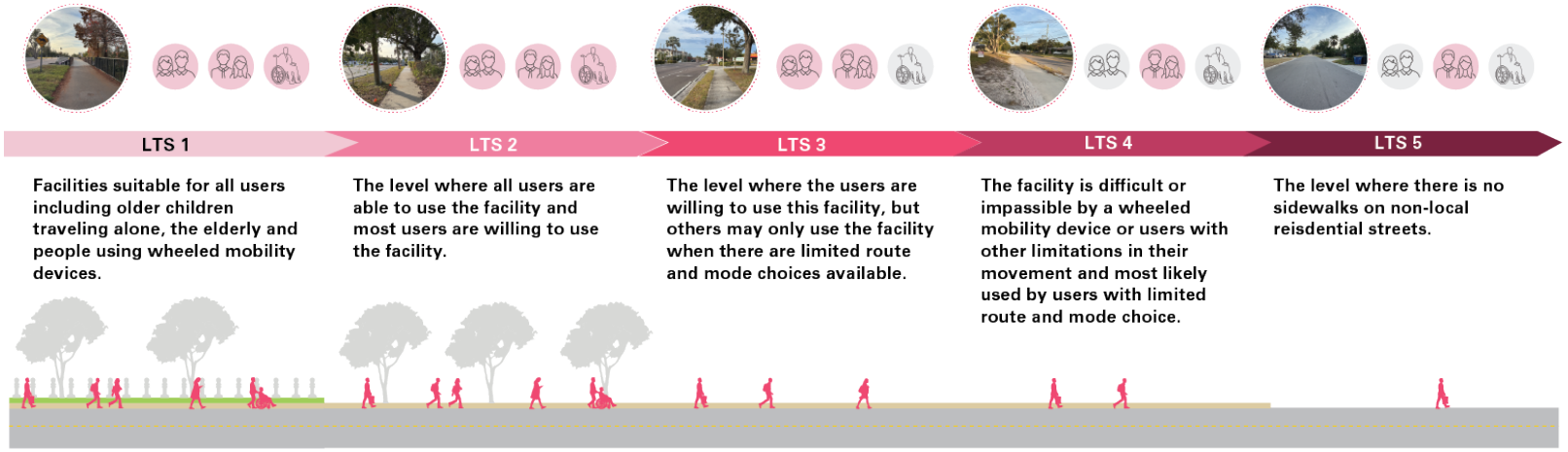
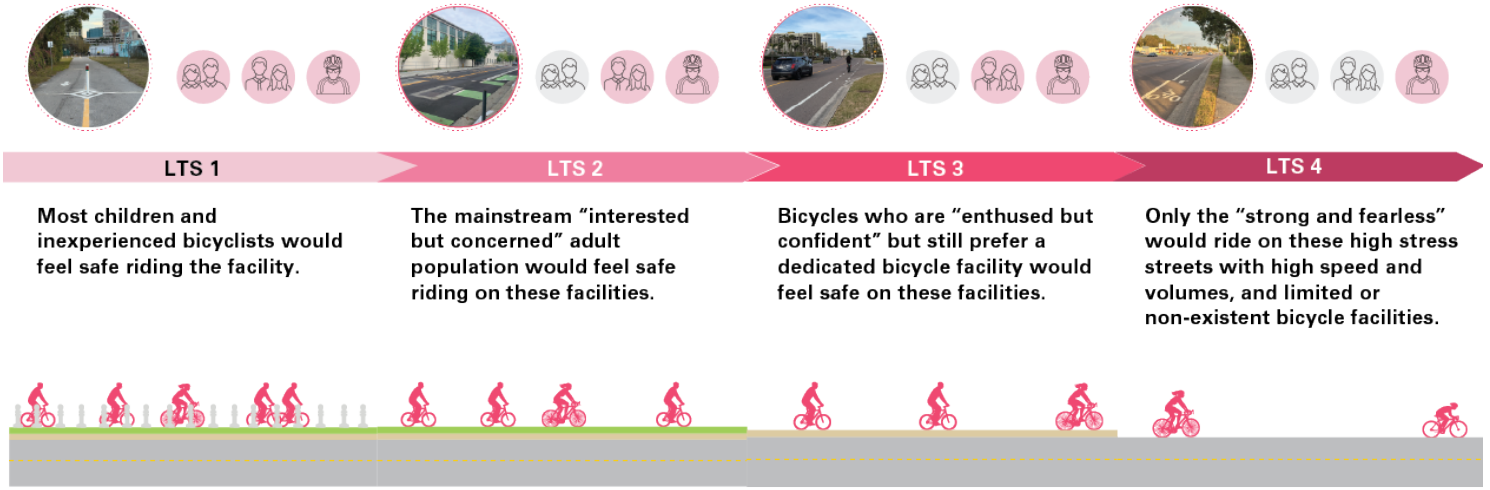


Figure 2: Visual Depiction of Bicycle LTS



Level of Traffic Stress ratings should not be construed as a predictor of facility use by people walking and bicycling. Area demographics and land uses along a corridor are better predictors of the level of walking and bicycling that does and could occur. For example, in a low-density area where land uses are dispersed and most people have access to a vehicle, people may walk or bicycle for recreational purposes, but not as a primary mode of travel. Conversely, in an area where complementary uses are close and people have less vehicular access, walking and bicycling activity is typically higher, even when low stress facilities are not available.

Figure 3 provides a flowchart of the LTS methodology for roadways without bicycle facilities, **Figure 4** provides a flowchart of the LTS methodology for roadways with bicycle facilities, and **Figure 5** provides a flowchart of the LTS methodology for pedestrians.

As noted previously, the analysis process generally follows the FDOT process, with a few exceptions.

1. Local residential streets with no sidewalks were classified as PLTS 3 if the posted speed limit is 25 miles per hour or less, the traffic volumes are 3,000 vehicles a day or less, and if there are 3 or fewer consecutive blocks. This is indicative of many neighborhoods within Clearwater where people generally feel comfortable walking or biking in the street.
2. Any street without sidewalks that does not meet the criteria above was classified as a PLTS 5 to distinguish from PLTS 4 streets that may have sidewalks that are high stress.
3. Streets with 3 lanes or less with no on-street bike facilities and a posted speed of 30 miles per hour or less that have more than 3,000 vehicles per day, are classified as BLTS 3 regardless of functional classification or adjacent land use context.

This process is consistent with the process used by Forward Pinellas as well as other jurisdictions throughout the state. It also reflects that in the past, the City of Clearwater faced opposition to sidewalk construction in residential neighborhoods, as residents liked the existing character of their neighborhood and felt comfortable sharing the street with other roadway users.

Figure 3: LTS Methodology if No Bicycle Facility is Present

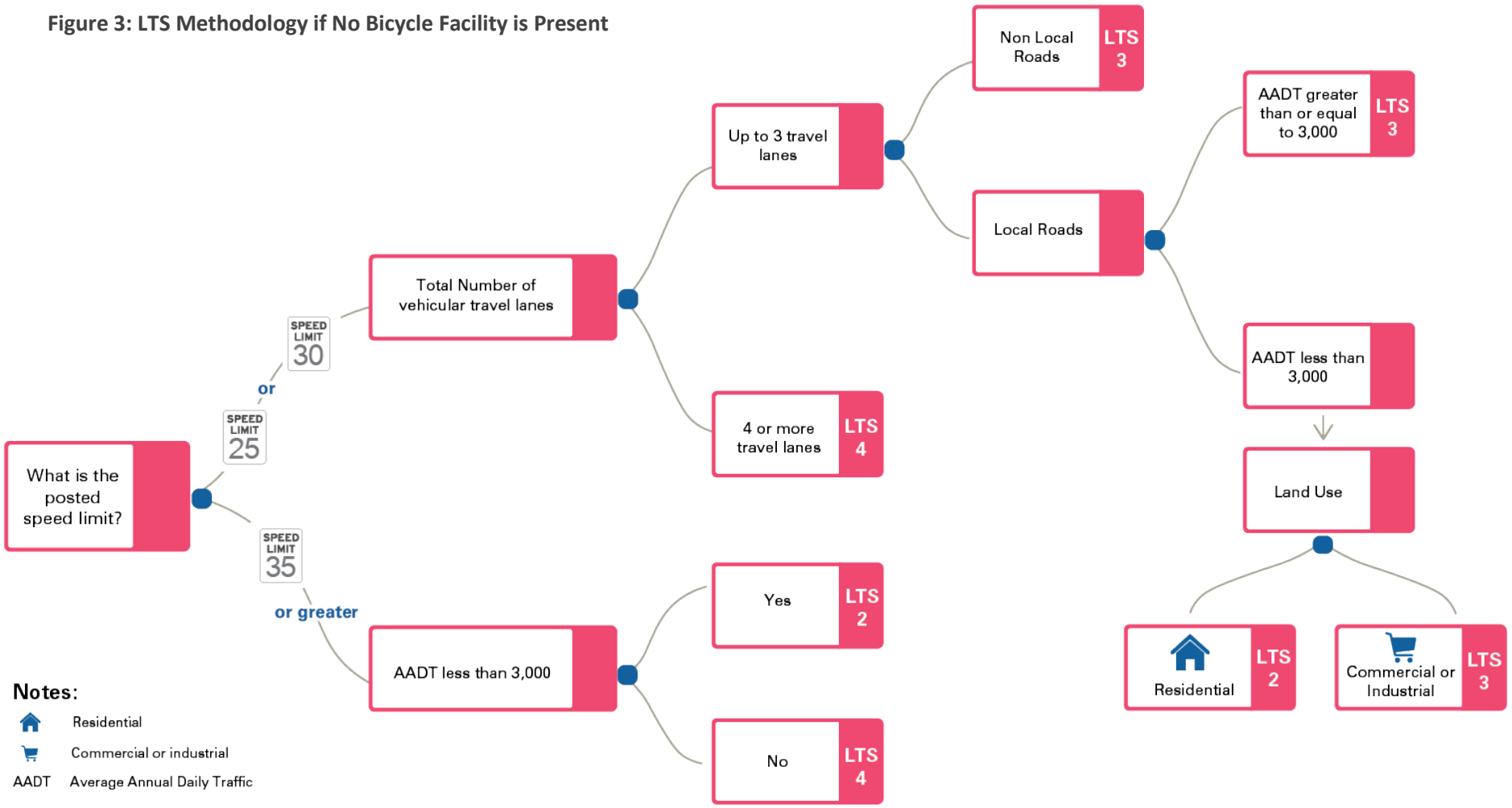
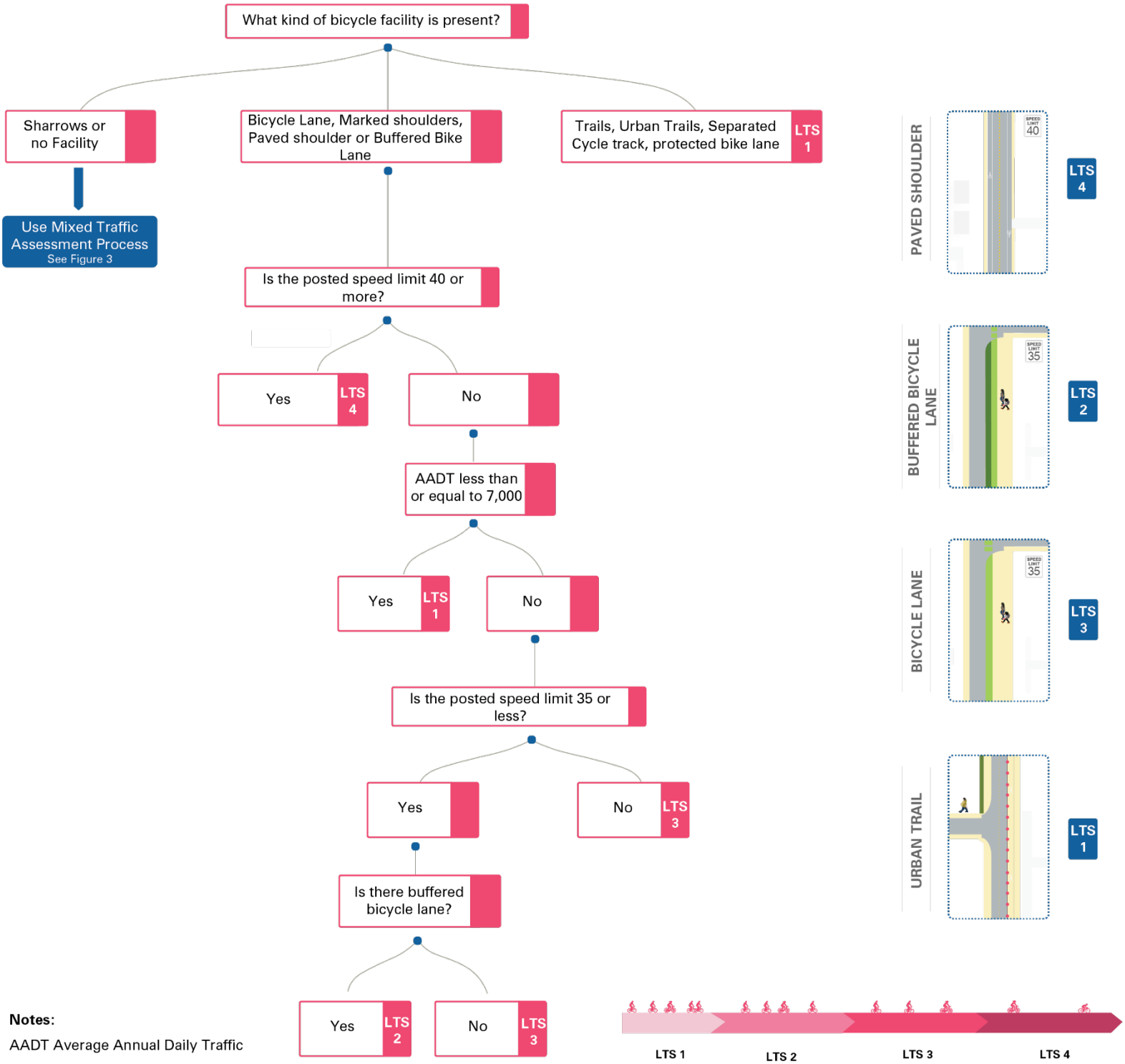


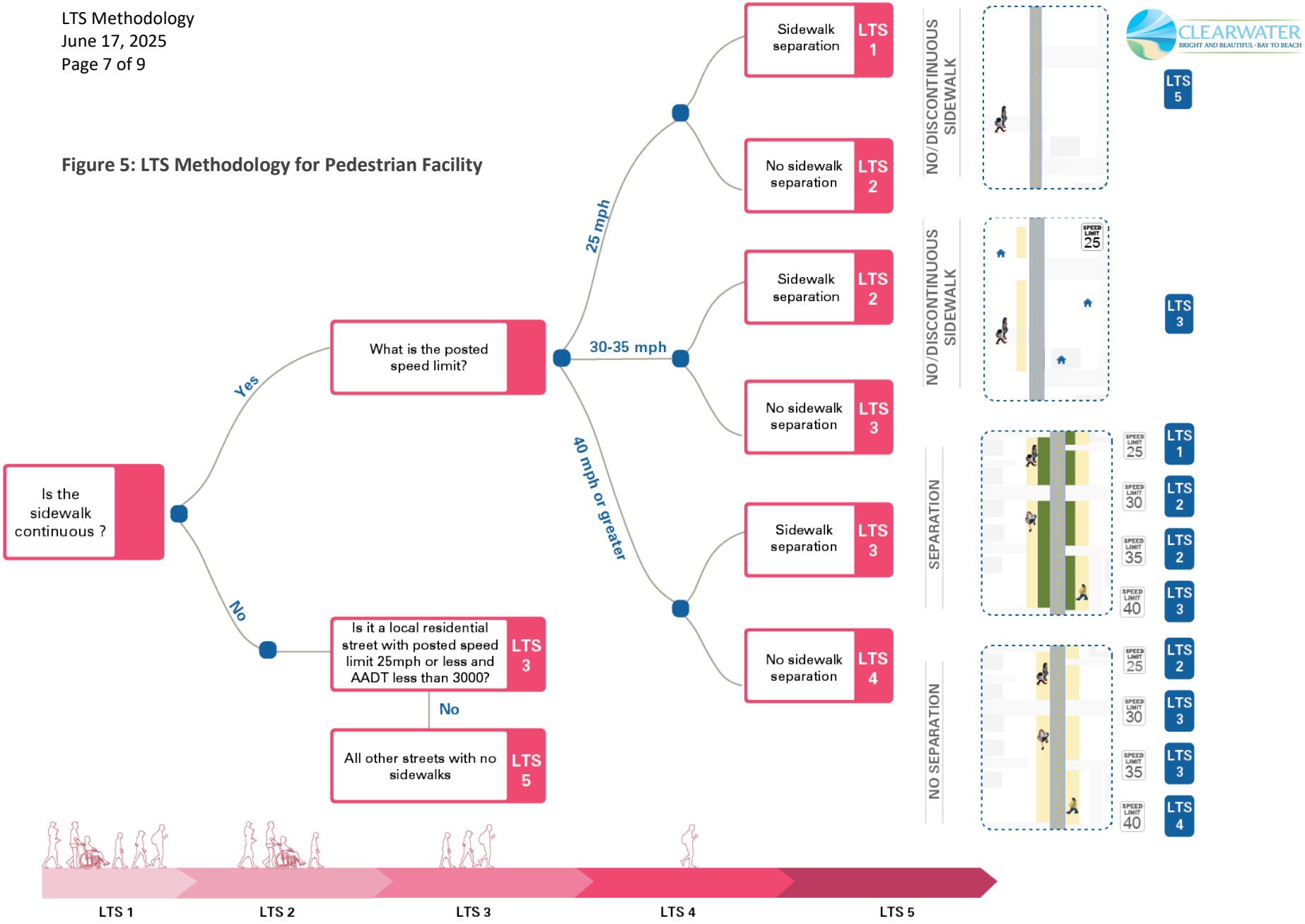
Figure 4: LTS Methodology if Bicycle Facility is Present



Notes:

AADT Average Annual Daily Traffic

Figure 5: LTS Methodology for Pedestrian Facility



Notes:

- A LTS reduction of 1 is appropriate for roads with a posted speed of 30mph or greater if there is a vertical separation that extends the entire length of the street, which includes parking, rigid barriers or street trees

Residential

AADT Average Annual Daily Traffic

Data Inputs

Data inputs to the analysis include:

- Type of pedestrian facility and presence of separation between facility and vehicle travel lane
- Type of bicycle facility (descriptions below):
    - **Trail** – a facility that is separated from the vehicular travel way for use by bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Conflicts between trail users and people driving exist at crossing locations. Trails are typically 12 feet wide, with a 2-foot unpaved shoulder, but can be reduced to 10 feet when there are right-of-way or environmental conditions, like a mature tree or wetlands area, that preclude a wider path.
    - **Urban Trail** – two-way path for both bicyclists and pedestrians adjacent to a roadway. Like trails, they are typically 12-feet wide but can be reduced to 10-feet where conflicts exist, and as narrow as 8-feet for short segments where there is a constrained right-of-way. On high-speed roadways (45 mph or greater) a separation of at least 5-feet from the vehicular travel way is required per the Florida Design Manual (FDM). In Urban and constrained areas, less separation is required.
    - **Protected Bikeway** – dedicated bicycle facilities separated from vehicular travel lanes by a physical barrier, such as a guard rail, concrete barrier, on-street parking, or planter boxes.
    - **Cycle Track** – a dedicated bicycling facility, separated from walking facilities. In Clearwater, the on-street portion of the Pinellas Trail has been designated as a cycle track. Cycle tracks typically provide a physical separation between the bicycle facility and the adjacent travel lane.
    - **Buffered Bike Lane** – dedicated on-road bicycle facilities that are at least 6-feet wide, including a painted buffer between the bike lane and the vehicle travel lane. For new bike lanes, a 7-foot buffered bike lane is considered the standard. Where an existing roadway is being modified to provide bike lanes, a narrower bike lane is permitted.
    - **Bike Lane** – dedicated, on-road bicycle facilities that are at least 4 feet wide without a painted buffer.

- **Shoulder** – roadways that do not have a dedicated bicycle facility, but that have a paved shoulder that is at least four-feet wide. These are often on high-speed roadways.
- **Shared Lane** – pavement markings to indicate that bicyclists are permitted to share the travel lane. These are typically provided on low volume and speed streets, but can also be used on multilane higher volume streets to connect other facilities when there is limited right-of-way.
- Where there is no bicycle facility present, the road was evaluated using the mixed-traffic methodology.

- Number of vehicular travel lanes, not including turn lanes.
- Posted speed limit.
- Existing traffic volumes, where available. When traffic volume data was not available, the following levels of traffic were assumed:
  - Two-lane residential street: 2,999
- Adjacent land use type (residential, commercial/industrial)

Data sources include City of Clearwater, Forward Pinellas, Pinellas County and the Florida Department of Transportation, confirmed through aerial photography and in-person field review.

Next Steps

The results of the LTS analysis will be combined with the results of the land use access analysis to understand where there is a density of destinations within the city that do not have comfortable walking and bicycling routes connecting them to neighborhoods. This information will be used to identify and prioritize potential projects.

Connecting Clearwater
Active Transportation Plan

Attachment C: Accessibility Analysis Methodology

Connecting Clearwater
Active Transportation Plan

Memorandum

Date: June 17, 2025

To: Richard Hartman, City of Clearwater

From: Kathrin Tellez, Fehr & Peers

Subject: Active Transportation Plan Travel Access Analysis Overview

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Introduction

As a part of the City of Clearwater Active Transportation Plan, a travel access analysis was conducted to identify locations in the region that have a high level of access to a variety of destinations via low stress walking and bicycling facilities, and parts of the region that may have high levels of access, but only on high-stress facilities. This analysis will be used to help inform the identification of new and enhanced facilities for walking and bicycling, as well as in the prioritization of projects.

Based on feedback from the project's Technical Advisory Committee (TAC), the travel access analysis considered how accessible a variety of key destinations are from the surrounding area, with the following destination types considered locations where travel access should be prioritized:

- Public Schools
- Transit Facilities, such as PSTA stops
- Parks, including neighborhood parks and regional parks
- Jobs
- Shopping, including grocery stores and pharmacies
- Healthcare facilities

Methodology

The distance that an average person might be able to bicycle within different time periods was based on an average biking speed of 7 miles per hour, meaning that it would take an average person about 30 minutes to travel about 3.5 miles on their bicycle. For walking access, an average walking speed of 3 miles per hour was used. These average speeds also incorporate delay at crossing locations where people may need to wait to cross the street. Some people may bike or walk faster or slower than the averages, with these speeds selected for planning purposes.

For each destination type, the areas that are reachable within 1-5 minutes, 6-15 minutes, and 16-30 minutes were assessed. It was assumed that sidewalk gaps on non-residential streets were a barrier for walking trips, such that if a continuous sidewalk is not present, the walking trip could not continue. Data is not available related to sidewalk connections from the public right-of-way to building entrances, so this analysis only considers if a person can walk to the parcel frontage on public rights-of-way. Bike trips, however, were allowed to travel any road with or without bike facilities (since bicyclists can share the road with vehicles).

Analysis Inputs

Inputs to the analysis include network features and points of interest with the data sources for each provided below.

Network

The transportation system network included in the analysis reflects the following:

- Bike: Existing roadway network for Clearwater; existing bicycle facilities, including trails, urban trails, protected bike lanes, two-way cycle track, bike lanes, shared lanes and shoulders (see memorandum related to the Level of Traffic Stress calculations for definitions of different facility types).

- Pedestrian: Sidewalk data from FDOT, and the City of Clearwater, as well as existing trails and urban trails.

Points of Interest (POIs)

The following points of interest were included in the analysis:

- Schools (Elementary, Middle, High) – Pinellas County
- Transit stops – bus stops from PSTA
- Parks – Pinellas County
- Shopping – Supermarkets (e.g. Publix, Winn Dixie, Walmart), Markets (e.g. Dollar General, gas stations), and Pharmacies (e.g. Walgreens, CVS)
- Jobs – TAZ centroids from regional model
- Medical Facilities

Travel Sheds

Travel sheds for each point of interest type and each travel mode were developed using ArcGIS Pro, assuming a 7 mile per hour (mph) travel speed for bikes and 3 mph travel speed for pedestrians. Travel sheds were generated for 5-, 15-, and 30-minute travel times. Within each travel shed, an accessibility score was then developed:

- For each mode and POI, assign accessibility score to each travel shed:
    - 0-5 minute sheds: Accessibility Score 3
    - 6-15 minute sheds: Accessibility Score 2
    - 16-30 minute sheds: Accessibility Score 1
- For Jobs POI only –number of jobs within each TAZ had to be represented differently:
    - Multiply accessibility score by total TAZ employment to create weighted accessibility score. For example, a TAZ with 100 total jobs would be scored as follows:
        - 0–5-minute sheds: Accessibility Score 300
        - 6–15-minute sheds: Accessibility Score 200
        - 16–30-minute sheds: Accessibility Score 100

Joining accessibility scores to the network

For each travel mode and POI, the accessibility score for each travel shed was summed over each road segment in the network. This resulted in every road segment having an accessibility score associated with it. For example, for the shopping POI type using the pedestrian network, if there are 3 5-minute sheds, 6 15-minute sheds, 10 30-minute sheds overlapping a single roadway segment, the segment accessibility score would be:

Segment accessibility score (shopping, ped network) = 3*(3) + 6*(2) + 10*(1) = 31

Accessibility Score

To calculate an accessibility score for each roadway segment, the scores were normalized and combined. Specifically, for each mode the segment accessibility score for each POI was scaled to a value between 0 or 1, assuming all POI types are equally as important.

The total accessibility score was then calculated for each road segment for walking and bicycling modes as follows:

- Sum the normalized accessibility scores for all POI types to create a total accessibility score. This score will range from 0-6 with a score of 0 meaning that no land uses are within the travel access shed, while a score of 6 means a high level of access to all destination types). Example for road segment in ped network:
    - Normalized shopping accessibility score: 0.6
    - Normalized transit accessibility score: 0.8
    - Normalized job accessibility score: 0.2
    - Normalized school accessibility score: 0.1
    - Normalized park accessibility score: 0.1
    - Normalized medical facility accessibility score: 0.0
    - Total road segment accessibility score (ped): 0.6 + 0.8 + 0.2 + 0.1 + 0.1 + 0.0 = 1.8

Incorporation of LTS

To account for the comfort of walking and bicycle facilities provided, the underlying Level of Traffic Stress (LTS) ratings were factored into the results. Based on the stress of the routes, a score was assigned to assess the overall comfort of walking and biking to various destinations within the region. A low stress LTS was defined as LTS less than or equal to 2, and a high stress LTS was defined as higher than 2. Areas that are either inaccessible or only accessible via high stress networks received a lower score than areas that are accessible via lower stress networks. High/Low access thresholds were determined by the distribution of total road segment accessibility scores for each mode. Roadways were rated with one of four scores:

- ***Low Stress and High Access*** - these are roadways where there are many destinations within the travel buffers (above average access score), and the route is comfortable (average LTS score of 2 or better).

- ***Low Stress and Low Access*** - these are roadways where there are not that many destinations within the travel buffers (lower than average access score), but the route is comfortable (average LTS score of 2 or better).

- ***High Stress and Low Access*** - these are roadways where there are not that many destinations within the travel buffers (lower than average access score), and the route is uncomfortable (average LTS score greater than 2).

- ***High Stress and High Access*** - these are roadways where there are many destinations within the travel buffers (above average access score), but the route is uncomfortable (average LTS score greater than 2).

The results are presented in the Existing Conditions report for the existing Active Transportation system.

Connecting Clearwater
Active Transportation Plan

Attachment D: Public Engagement Approach

Connecting Clearwater
Active Transportation Plan

Memorandum

Date: January 30, 2025

To: Richard Hartman, City of Clearwater

From: Kathrin Tellez, Beneetta Mary Jose, Fehr & Peers

Subject: City of Clearwater Active Transportation Plan – Community Engagement Plan

OR24-0059

Introduction

Community outreach and engagement is a critical component of the City of Clearwater Active Transportation Plan (ATP) project. The purpose of community outreach and engagement is to collect insights about existing active transportation facilities within the city, identify barriers to walking and bicycling within the community, and identify new facilities and strategies that can be incorporated into the plan. The Project Team (consultant team and city staff) will engage the community in a variety of ways, including online through a survey and map-based feedback, stakeholder meetings, community workshops, technical advisory committee meetings, and City Council presentations.

This community engagement plan has been developed considering the overarching goals of the city for this project:

- 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 adjacent communities.
- Improve transportation safety outcomes for vulnerable road users, including pedestrians, bicyclists, and other non-auto transportation system users.

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

Outreach and engagement is primarily targeted at three different groups, with additional details and specific strategies provided in this memorandum:

- **Technical Advisory Committee (TAC):** This committee is comprised of staff from a variety of departments which will meet approximately every other month throughout the project. TAC members will play a role in project implementation and their involvement in the planning phase is aimed to support project implementation. TAC members will also help support public outreach efforts through their networks.

- **Stakeholder and Elected Officials:** Stakeholders include people on existing city committees, disability advocates, bicycling and pedestrian advocates, school district representatives, local businesses, local transportation agencies, and others. We will hold two focused Stakeholder meetings. Updates will also be provided to the City Council at their regularly scheduled meetings as well as to the Forward Pinellas Bicycle Pedestrian Advisory Committee.

- **General Public:** General public engagement will occur in the form of online surveys and interactive GIS based maps, as well as two community workshops. An email list of potential interested parties will be developed based on feedback from the TAC and Stakeholders, as well as the city's general email list. Project information will be posted through the city's social media channels. Specific requests for feedback will be requested at two points in the project.

This memorandum provides an overview of the project branding, Project Team composition and expectations, online and in-person community engagement approach, and formal community engagement meetings. A process for monitoring the performance of the engagement during the project is also outlined.

Project Branding

Establishing a unique brand for the City of Clearwater Active Transportation Plan, known as **Connecting Clearwater**, can help people recognize this as an important effort within the community, strengthen its visibility and recognition, and connect this plan to other city planning efforts.

The project colors utilize the City of Clearwater's existing color palette. This brand identity will be carried across all community engagement efforts and other visual

communication elements of the project. All project materials will include the Active Transportation Plan logo and may also include the city's logo. The color palettes used are attached to this document in the City of Clearwater Active Transportation Plan Style Guide for reference.

Project Team

The Project Team consists of staff that have direct involvement in the day-to-day assignments and are responsible for the effective management of the project, and include staff from the City of Clearwater and Fehr & Peers. The names of the Project Team Members, their project role and contact information are presented in Table 1.

Table 1: Project Team

Name	Project Role	Email
Richard Hartman	Project Manager/Active Transportation Planner City of Clearwater	richard.hartman@myclearwater.com
Lauren Matzke	Interim Planning & Development Director City of Clearwater	lauren.matzke@myclearwater.com
Kathrin Tellez	Project Manager Fehr & Peers	k.tellez@fehrandpeers.com
Beneetta Mary Jose	Project Planner Fehr & Peers	b.jose@fehrandpeers.com
David Caplin	GIS Planner Fehr & Peers	d.caplen@fehrandpeers.com
Kristof Devastey	Concept Development Fehr & Peers	k.devastey@fehrandpeers.com
Cullen McCormick	Visual Communications Fehr & Peers	c.mccormick@fehrandpeers.com

Source: Fehr & Peers.

Technical Committee

A technical advisory committee (TAC) consisting of City of Clearwater staff from a variety of departments was established at the outset of the project to provide a forum for other departments who have a role in plan development and implementation, and to provide feedback as the plan is developed. Departments that are represented include the planning department, parks and recreation, solid waste, marine and aviation, public works, traffic operations, city police and fire department, neighborhood

services and the CRA. The list of TAC members is maintained by the city project manager.

There are expected to be at least seven (bi-monthly) meetings with the TAC to provide key project updates that will be incorporated into the process. The specific dates for each meeting will be established on a rolling basis to be flexible with individual scheduling needs and overall project progress. To maximize engagement and participation at TAC meetings, they will be held in-person at a convenient location within the city, with a virtual option. Agendas and materials will be shared in advance of each meeting, and meeting minutes will be prepared to document key decision points and action items.

Each TAC meeting is expected to have a duration of approximately 60 minutes. These meetings will be relatively informal, relying on materials prepared as a part of on-going analyses, and the consultant will prepare agendas for each of these meetings such that the key departments who can contribute most to the conversation will be encouraged to attend.

The expected time commitment over the approximately 16-month period of the TAC involvement is 8 to 12 hours, which includes time to participate in each of the meetings, review materials in advance of meetings, solicit feedback from others within their department, and participate in methods of public engagement (optional). A tentative schedule and topic for TAC meetings is as follows:

- Meeting #1 – December 2024: Project Overview
- Meeting #2 – January 2025: Preliminary Existing Conditions Assessment, Policy Review, Engagement Strategies
- Meeting #3 – April 2025: Preliminary Project List
- Meeting #4 – June 2025: Prioritized Project List
- Meeting #5 – August/September 2025: Review of Concept Plans
- Meeting #6 – October 2025: Draft Plan Overview
- Meeting #7 – December 2025: Final Plan Review / Implementation Strategies

Community Engagement

Community engagement serves multiple purposes as it allows the Project Team and TAC to learn more about day-to-day transportation concerns and community goals.

Listening to the community, providing education related to overall project goals, and addressing concerns is intended to help develop a plan that has widespread community support, and furthers city's goals. Feedback is crucial to understand where the existing active transportation facilities are within the city and identify new facilities

that can be implemented as a part of roadway improvement projects, development projects, or as standalone projects. We aim to hear about transportation options from a variety of voices that live, work and travel in the City of Clearwater, not just those who are comfortable speaking in a public setting, or who have time to attend an in-person community meeting. The following sections outline key mechanisms to provide information to the community about the project and solicit feedback.

Stakeholder Engagement

Feedback from key stakeholders throughout plan development will help shape the direction of the plan, resulting in a list of projects that have support of staff, the community, and elected officials. Potential stakeholders include members of existing city committees, disability advocates, bicycling and pedestrian advocates, school district representatives, and others who have unique insight that will be valuable to plan preparation and project identification. While representatives from the Florida Department of Transportation, Pinellas County and Forward Pinellas may be invited to stakeholder meetings, the city project manager will present periodic project updates to the Forward Pinellas Bicycle and Pedestrian Advisory Committee and Technical Coordinating Committee where staff from other agencies can provide feedback on the plan as it progresses. As projects are identified, one-on-one meetings may be held with Pinellas County or FDOT if projects are proposed on their roads.

Two in-person focused meetings will be conducted with the stakeholder group in addition to their participation in project workshops (see next element). A virtual option will be considered if needed to ensure participation from a diverse set of stakeholders.

In advance of the meeting, Fehr & Peers will prepare an outline of meeting topics and goals for review by city staff. Based on the feedback, meeting materials will be prepared which will likely include a PowerPoint presentation and maps. Meeting minutes will be provided after each meeting for the project record.

Tentative dates and discussion topics are as follows:

- **Stakeholder Meeting #1 – February 2025:** Project overview and goals, project schedule, project engagement plan, preliminary existing conditions analysis, discussion of corridors and intersections to be considered as part of an active transportation network or for priority review, and information to aid in the preparations for the first community workshop.
- **Stakeholder Meeting #2 – September 2025:** Review of the first community workshop and public feedback, preliminary project prioritization criteria, initial

priority project list and draft active transportation network, and discussion to aid in the preparations for the second community workshop.

Community Workshop

Two in-person community workshops will be held as a part of the project. Tentative dates and discussion topics are as follows:

- **Community Workshop #1 – March 2025:** Confirm the extent of the existing active transportation network, obtaining feedback on where people would like to see improved walking and bicycling facilities, and share preliminary findings of the existing conditions analysis.
- **Community Workshop #2 – June 2025:** Presentation of the draft Active Transportation network and project list for feedback and comment for incorporation into the draft plan, as well as feedback on the prioritization criteria.

The workshops will be designed to be interactive so that the draft ATP network reflects the vision and desires of the community and the elected officials. Fehr & Peers will provide meeting materials such as two sets of presentation boards (approximately 6 boards for each workshop), and maps/roll plots, and will prepare and deliver a PowerPoint presentation.

City Council Meetings

Three formal City Council presentations will be developed and delivered, including one council workshop, one work session and one regular meeting for approval.

Council Mid-point workshop (May 2025)

Fehr & Peers will provide an overview of the existing conditions analysis, feedback from the stakeholders and community, preliminary prioritization criteria, and the types of projects that have been identified as part of the preliminary prioritization list. The draft plan and preliminary prioritization list will be updated based on feedback received at the council workshop and subsequent council meetings and presented at the project approval meeting.

Council Project Approval (January-February 2026)

Fehr & Peers will provide an overview of the entirety of the planning process during the Council Work Session to advance the project for approval at the Regular Session, outlining each step of the process, the outcomes, feedback received during the

planning process, and how that feedback was incorporated into the plan. Fehr & Peers will also be available to answer questions at the Regular Session for approval.

Online Engagement

Online based engagement as part of this project includes online messaging of opportunities to be involved in the project's development, a survey, and an interactive map where people can provide specific feedback. Access to the web based engagement survey and map will also be provided through the City of Clearwater website (potentially through the "Long Range Planning" tab). Fehr & Peers will provide context and images for the city's website, with links to surveys and other project materials. The text/images will be updated up to 3 times during the project. We expect that the posts will be centered around the following topics:

- Post 1 – Project Introduction and Link to Survey/Map (February 2025)
- Post 2 – Share Draft Network for Feedback with link to Map (August 2025)
- Post 3 – Share Public Review Draft of Plan for Feedback (November 2025)

We recommend that all social media activity for the project be conducted through existing accounts on Facebook, Instagram, Nextdoor, and X/Twitter to capitalize on the existing base of followers and to ensure a consistent source of project messages. All public-facing communications and materials will be reviewed and approved by the City of Clearwater staff.

Community Survey & Interactive/Crowdsource Mapping

Fehr & Peers will develop and host a webmap that will crowdsource (using Social Pinpoint software) location-based feedback from the public about where they experience walking and bicycling challenges and would like to see new and improved facilities. As part of the location-based feedback, general questions related to walking and biking will be asked to gauge general sentiments. The survey and map will be designed for use on a computer and mobile device. The tool is a helpful building block for assessing existing conditions by identifying challenges that might not be readily apparent in the data.

The team will solicit feedback at the beginning of the project to understand where people like to walk and bike in the community, where they would like to see improved facilities, and to confirm the extent of the existing network. Towards the end of the project, a draft network and priority projects will be shared with the community to allow an opportunity for public feedback to inform the final plan.

Potential survey questions for the first round of community engagement include:

1) How often do you walk to the following places?

	Everyday	A few times a week	A few times a month	A few times a year	Never	N/A or does not apply to me
Going to work or school						
Going to/taking children to school						
Running errands (shopping / medical appointments)						
Visiting friends or family						
Going to a bus or ferry stop						
For exercise or leisure						

2) How often do you bike to the following places?

	Everyday	A few times a week	A few times a month	A few times a year	Never	N/A or does not apply to me
Going to work or school						
Going to/taking children to school						
Running errands (shopping / medical appointments)						
Visiting friends or family						
Going to a bus or ferry stop						
For exercise or leisure						

3) What other locations would you like to walk or bike to if it were easier?

4) What general improvements would make it easier for you to walk to the places listed above? If you would like to provide specific locations for projects, please note those on the map on the next page.
5) What general improvements would make it easier for you to bike to the places listed above? If you would like to provide specific locations for projects, please note those on the map on the next page.
6) Rank your transportation safety concerns in Clearwater by order of importance (from most important to least important).
    - Drivers speed
    - Drivers failing to yield to pedestrians
    - Impaired driving (e.g., alcohol, cannabis)
    - Distracted driving (e.g., cell phones, vehicle screens)
    - Dangerous intersections
    - Lack of crosswalks
    - Long distances/not enough time to cross the street
    - Poor accessibility for people with disabilities
    - Lack of safe routes for children to walk to school
    - Lack of safe routes for children to walk to parks
    - Lack of sidewalks/poor condition of sidewalks
    - Lack of bike lanes or paths/poor condition of bike lanes or paths
    - Lack of street lighting along corridors and/or at crossing locations
    - Other
7) Do you not go places because you do not feel safe traveling there? Why? (yes / no and open-ended response)
8) Do you or an immediate family member have a disability that affects your mobility and travel choices? (yes / no)
9) Would you like to stay involved? Please provide your email to receive project updates or invites to upcoming events. (OPTIONAL)

In addition to the survey questions, we can also develop a visual preference survey to assess the characteristics of facilities where people feel most comfortable walking and biking. For this, we will use pictures of typical bicycle and pedestrian facility types in Clearwater and the surrounding communities, supplemented by pictures of facilities elsewhere in the state if the bicycle or pedestrian facility type is not present in Pinellas County. A sample visual preference survey is attached. The information gathered from the visual preference survey can be used to help inform the types of bicycle and pedestrian facilities that are included in the plan, and the potential need for educational materials related to specific bicycle facility types.

Demographic questions will also be asked at the end of the survey, consistent with the questions the city has used for other projects for comparison purposes.

Timeline of Activities

The activities, associated timelines, and responsibilities leading up to the different events are noted in **Table 2**, which is provided as an attachment.

Engagement Performance Measures

The engagement process will be documented in various deliverables, including the existing conditions report and the final plan, including performance measures. Potential performance measures are identified below:

- Number of event participants
- Number of survey respondents and quality of feedback
- Geographic and demographic diversity of community feedback from along the corridor [e.g., type of user (commuter, resident, household with local student, local employee, etc.), age, race/ethnicity, gender, etc.]
- Social media engagement and metrics (if available)
- Overall satisfaction with the community engagement efforts based on feedback from the Project Team, elected officials, and the community

Conclusion

This completes the draft Connecting Clearwater Active Transportation Plan community engagement plan. We look forward to discussing additional engagement specifics as the overall project progresses to ensure the right feedback is provided to develop an implementable plan with public support.

If you have any questions, please contact Kathrin Tellez (k.tellez@fehrandpeers.com) at (321) 754-9902 if there are questions.

Attachments:

Branding Guide
Sample Visual Preference Survey
Table 2 – Schedule of Engagement

Table 2: Schedule of Engagement

Task	Activity	Fehr & Peers		City of Clearwater	
		Action	Complete by	Action	Complete by
Community Engagement Plan	Draft Community Engagement Plan	Submit Plan	December 20, 2024	Review & Provide Comments	January 6, 2024
	Final Community Engagement Plan	Submit Plan	January 10, 2024	Approve Final Plan	January 21, 2025
Technical Committee Meeting	Meeting 1	Prepare agenda outline three weeks before meeting and draft presentation within a week of meeting.	December 3, 2024	Coordinate with TAC to schedule meeting and review meeting materials	December 3, 2024
	Meeting 2	Prepare agenda outline three weeks before meeting and draft presentation within a week of meeting.	January 31, 2025	Coordinate with TAC to schedule meeting and review meeting materials	January 31, 2025
	Meeting 3	Prepare agenda outline three weeks before meeting and draft presentation within a week of meeting.	April 2025	Coordinate with TAC to schedule meeting and review meeting materials	April 2025
	Meeting 4	Prepare agenda outline three weeks before meeting and draft presentation within a week of meeting.	June 2025	Coordinate with TAC to schedule meeting and review meeting materials	June 2025
	Meeting 5	Prepare agenda outline three weeks before meeting and draft presentation within a week of meeting.	August or September 2025	Coordinate with TAC to schedule meeting and review meeting materials	August or September 2025
	Meeting 6	Prepare agenda outline three weeks before meeting and draft presentation within a week of meeting.	October 2025	Coordinate with TAC to schedule meeting and review meeting materials	October 2025
	Meeting 7	Prepare agenda outline three weeks before meeting and draft presentation within a week of meeting.	December 2025	Coordinate with TAC to schedule meeting and review meeting materials	December 2025
Online Based Engagement	Survey Questions	Submit for review Finalize Questions	December 19, 2024 January 17, 2025	Review & Provide Comments	January 6, 2025
	Outreach Materials for Community Engagement	Develop flyer and online ads / submit for review Finalize	January 13, 2025 After TAC Meeting #2	Review & Provide Comments	January 20, 2025
	Draft Online Survey and Interactive Map	Submit for review Finalize	January 17, 2025 After TAC Meeting #2	Review & Provide Comments	January 24, 2025 February 6, 2025
	Launch Online Engagement	Finalize Survey and Interactive Map	After TAC Meeting #2 and Stakeholder Meeting #1	Promote and post flyer and include links to online engagement on city's website	After TAC Meeting #2 and Stakeholder Meeting #1
Focused Stakeholder Engagement	Stakeholder Meeting #1	Prepare meeting materials Facilitate meeting	January 27, 2025 February 6, 2025	Review & Provide Comments	January 31, 2025

Task	Activity	Fehr & Peers		City of Clearwater	
		Action	Complete by	Action	Complete by
City Council Presentations	Stakeholder Meeting #2	Prepare meeting materials Facilitate meeting	Late July/Early August September 2025	Review & Provide Comments	Within a week of submittal
	Schedule Workshop #1	Work with city and TAC to finalize date (likely end of March after spring break for area schools)	January 31, 2025	Secure venue and advertise workshop on website and social media	February 18, 2025
	Workshop Materials #1	Submit draft workshop materials	February 21, 2025	Review & Provide Comments	February 28, 2025
		Finalize and print boards, and other materials	March 14, 2025		
	Community Workshop #1	Set up venue and Facilitate workshop	Day of Workshop	Set up venue	Day of Workshop
	Schedule Workshop #2	Work with city and TAC to finalize date (likely end of March after spring break for area schools)	In advance of 1st workshop	Secure venue and advertise workshop on website and social media	May 1, 2025
	Workshop Materials #2	Submit draft workshop materials	May 30, 2025	Review & Provide Comments	June 6, 2025
		Finalize and print boards, and other materials	June 13, 2025		
	Community Workshop #2	Set up venue and Facilitate workshop	Day of Workshop	Set up venue	Day of Workshop
	Council Mid-Point Workshop	Prepare materials for Council workshop – submit at least 4 weeks in advance of meeting Present at Council Meeting	April 1, 2025 May TDB	Review & Provide Comments	April 8, 2025
	Council Project Approval	Prepare materials for work session	Late 2025/early 2026	Review & Provide Comments	Within a week of submittal
		Presentation at work session	Early 2026		
		Presentation at regular session	Early 2026		

Connecting Clearwater

Project Style Guide

LOGO: PRIMARY

Connecting Clearwater

Active Transportation Plan

This is the preferred project logo and should be used as shown above. Avoid placing the logo on busy or low-contrast backgrounds.

LOGO: ONE COLOR

Connecting Clearwater
Active Transportation Plan

Connecting Clearwater
Active Transportation Plan

A single-color alternate logo may be used in special applications (e.g. single-color printing, lock-ups with other logos).

FONT: ADOBE CREATIVE SUITE

Zurich BT

-20 tracking
Optical kerning

FONT: MICROSOFT OFFICE & WEB

Arial

COLORS

Dark Blue
Project name

C: 92%
M: 48%
Y: 0%
K: 23%

R: 0
G: 95
B: 155

#005F9B

Yellow
Walking

C: 0%
M: 18%
Y: 100%
K: 0%

R: 255
G: 207
B: 1

#FFCF01

Magenta
Biking

C: 0%
M: 87%
Y: 36%
K: 0%

R: 239
G: 72
B: 113

#EF4871

Orange
Accessibility

C: 0%
M: 50%
Y: 100%
K: 0%

R: 247
G: 148
B: 29

#F7941D

Light Blue
Transit

C: 51%
M: 0%
Y: 0%
K: 0%

R: 106
G: 207
B: 246

#6ACFF6

Light Green
Environment

C: 41%
M: 0%
Y: 85%
K: 0%

R: 161
G: 206
B: 87

#A1CE57

CLEARWATER
BRIGHT AND BEAUTIFUL · BAY TO BEACH

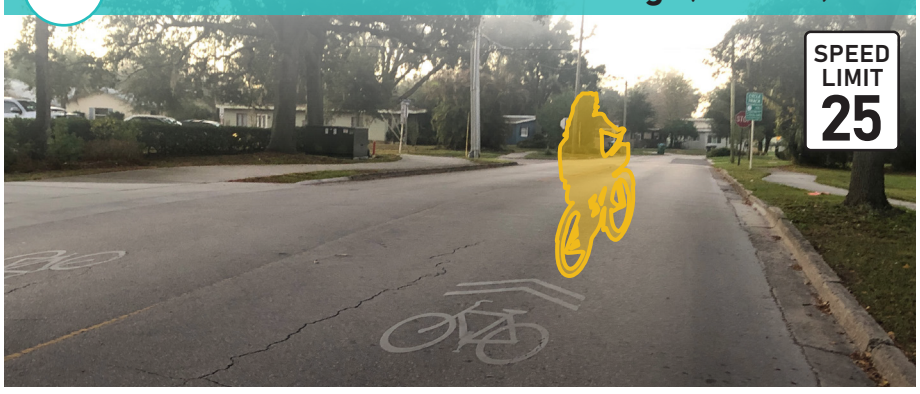
I Feel Comfortable Biking on...

Check all that apply

☐ **Two-Lane Roads with No Bike Lanes**

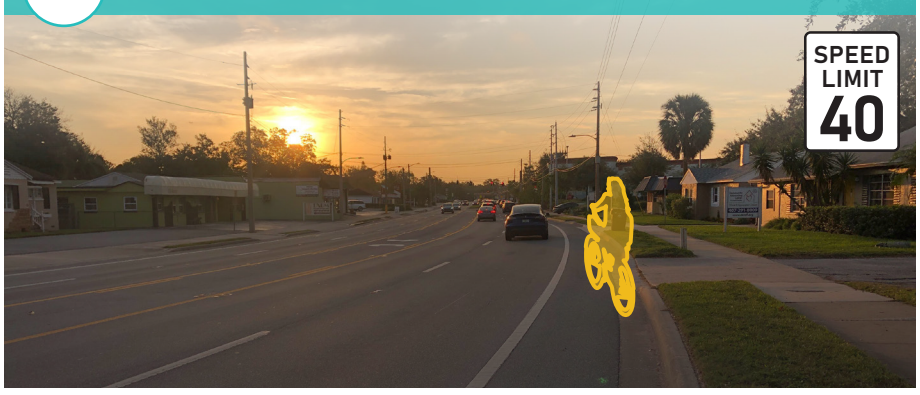
☐ **Four-Lane Roads with No Bike Lanes**

☐ **Roads with Shared Lane Markings** *("sharrows")*

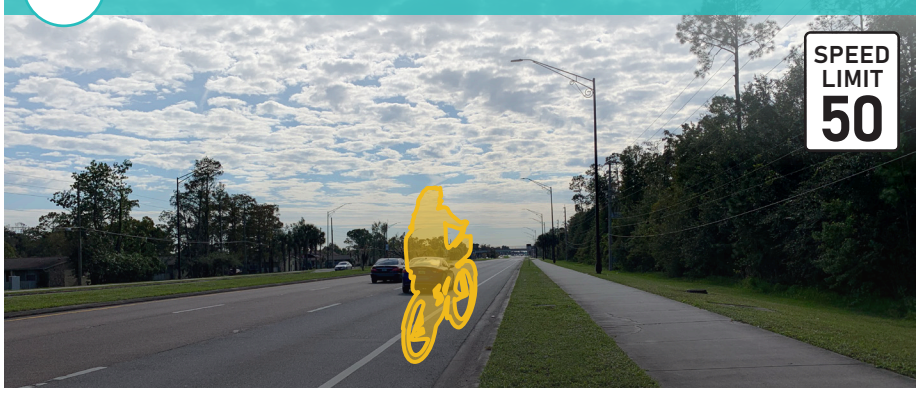


☐ **Two-Lane Roads with Bike Lanes**

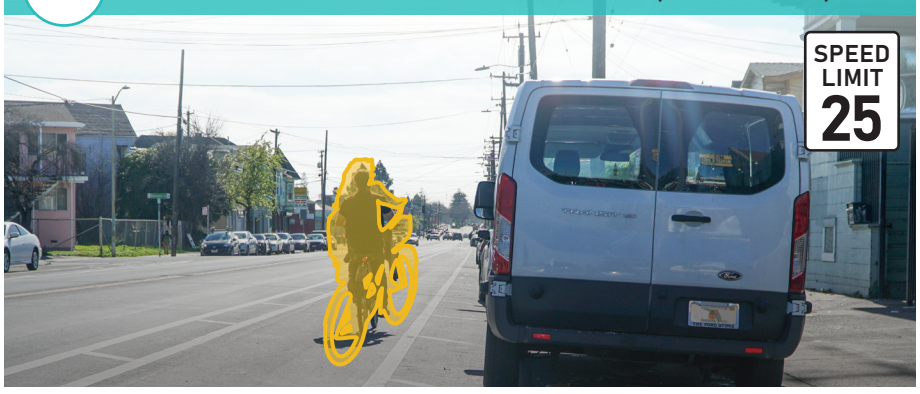
☐ **Four-Lane Roads with Bike Lanes**



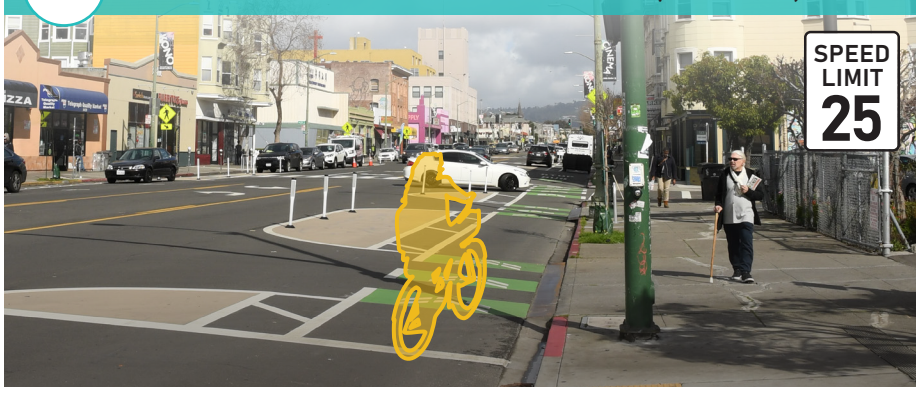
☐ **Six-Lane Roads with Bike Lanes**



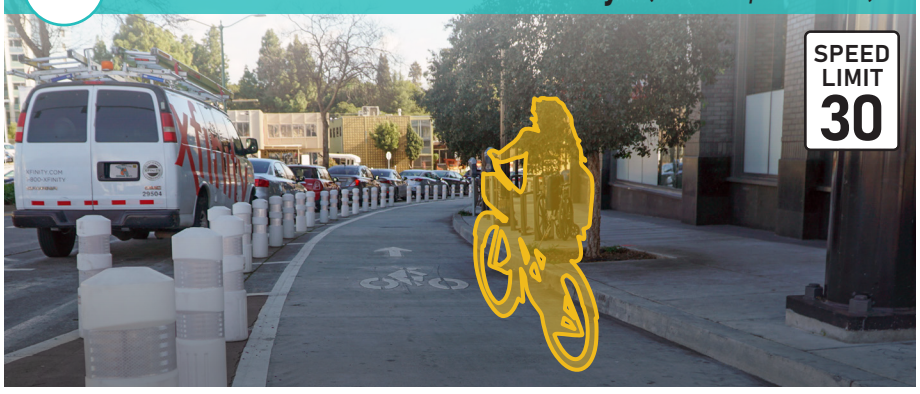
☐ **Roads with Buffered Bike Lanes** *(narrow buffer)*



☐ **Roads with Buffered Bike Lanes** *(wide buffer)*



☐ **Roads with Protected Bikeways** *(vertical protection)*



☐ **Roads with Protected Bikeways** *(concrete separator)*

☐ **Roads with Side Paths**

☐ **Trails / Shared-Use Biking & Walking Paths**

Connecting Clearwater
Active Transportation Plan

Attachment E: Public Engagement Summary

Connecting Clearwater
Active Transportation Plan

Memorandum

Date: June 17, 2025

To: Richard Hartman, City of Clearwater

From: Kathrin Tellez, Fehr & Peers
Beneetta Mary Jose, Fehr & Peers

Subject: Active Transportation Plan Public Engagement Summary

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Introduction

Community outreach and engagement is a critical component of the Connecting Clearwater Active Transportation Plan (ATP) for both informing the public and key stakeholders about the effort and for soliciting their feedback. This memorandum summarizes feedback received from the public during the first round of community engagement including online engagement and public workshop, which generally occurred between January 20 and April 18, 2025.

Key findings from the engagement efforts include:

- The engagement website was visited over 600 times by 420 unique visitors. While not each visitor to the site provided feedback, a total of 233 comments were made by 112 unique visitors.
- Eighteen people (not including city staff and the consultant team) attended the in-person public workshop to learn more about the project and provide feedback.
- The top three transportation safety concerns identified by survey respondents are:
    - Lack of bike lanes or paths/poor condition of bike lanes or paths
    - Drivers failing to yield to pedestrians
    - Lack of sidewalks/poor condition of sidewalks

- 53% of outreach respondents do not walk or bike to places because they do not feel safe traveling there.
- Most survey respondents indicated a desire for biking and walking facilities with a buffer between the facility and moving cars.
- Most people like the trail system, and would like to see it expanded, as well as complemented by parallel facilities that can be used for walking and biking at night.
- Ideas for new projects in specific areas were identified.
- Several respondents noted that they are supportive of more walking and biking facilities provided the trade-offs with auto travel are properly evaluated and balanced.

Online Engagement

The engagement materials were hosted on an online platform called Social Pinpoint, which people could access through the City of Clearwater project website (https://www.myclearwater.com/My-Government/0-City-Departments/Planning-Development/Connecting-Clearwater-Active-Transportation-Plan). The goal of the engagement was to understand the barriers to walking, including use of personal mobility devices, like wheelchairs and mobility scooters, and biking that community members face, what their values and interests are related to walking and biking, and what kind of projects they would like to see implemented to make it easier for them to walk and bike to key destinations. The outreach was comprised of two components, a survey and a comment map. An option for people to call or email feedback was also available for people who do not have access to the internet or do not feel comfortable using it. Online outreach was conducted through a variety of social media platforms and other outreach methods, with a sample outreach ad shown to the right.

The project flyer was posted across different city social media accounts, including Facebook, Instagram, X and LinkedIn. Other means of sharing included weekly e-newsletters, news items

on websites, media alerts, press releases, and video slides before city council meetings in council chambers. Information was also shared with the project Technical Advisory Committee and Stakeholder group, and flyers were handed out at events including the Pinellas Trail Education and Enforcement Day.

In total, the project site was visited over 600 times by 420 unique visitors. While not each visitor to the site provided feedback, a total of 233 comments were made by 112 unique visitors. Most people (58%) accessed the site directly from the city project webpage. 35% of people accessed it directly (not linked from another website or social media), and the remainder accessed it from social media, a direct campaign (like an emailed link), or from a search engine.

The following sections provide summaries of the feedback received from the survey and comment map.

The online feedback portal was organized with the following sections:

Project Overview: Provided a definition of an Active Transportation Plan, Project Purpose and Goals, and Key Task Schedule.

Mapped Feedback: Respondents were asked ***Where would you like to walk or bike and what ideas do you have for new walking and/or biking facilities?*** Comments that were visible to others could be placed in different categories: 1) biking facility, 2) walking facility, 3) crossing improvement, 4) safety improvement and 5) other. Other respondents could upvote or downvote a comment.

Survey: Brief survey to better understand where people walk and/or bike in the community, where they would like to walk and bike, as well as what types of improvements on our transportation system could be made to increase their comfort level when walking and bicycling . Demographic questions were also asked.

Facility Preference Survey: Based on several prototypical roads in Clearwater, respondents were asked if they would feel comfortable walking or biking on different types of facilities.

Map Comments

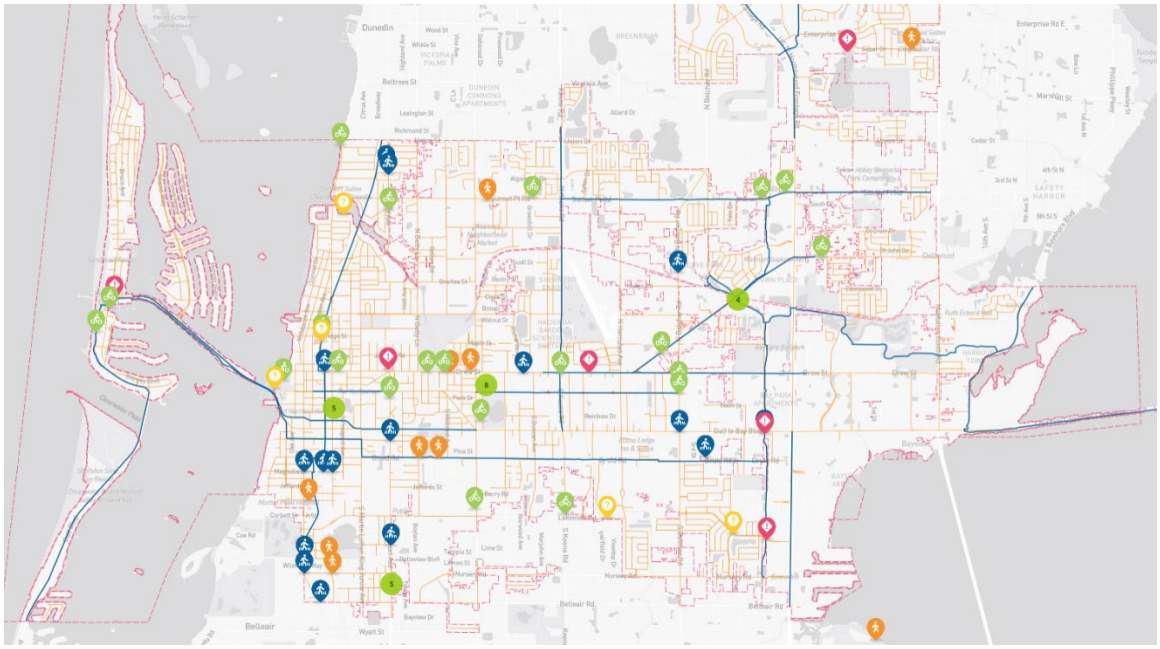
The comment map provided an online map of the existing bicycle and pedestrian facilities in the City of Clearwater and allowed users to leave comments. There were five pre-set options for comment types, each of which gave the user the possibility to write in a comment. The map was in English and within the survey there was option to change to Spanish if people preferred to take the survey in Spanish but no map comments in Spanish were provided. The five options were:

- Biking Facility
- Walking Facility

- Crossing Improvement
- Safety Improvements
- Other

About 34% of the comments were related to biking facilities, 16% were related to walking facilities, 29% were related to crossing improvements, 11% safety improvements, and 10% other. The general themes that emerged from the comments revolve around a strong need for improved bicycle and pedestrian infrastructure. Many comments pointed to the lack of bike facilities, such as missing or need for protected bike lanes, and called for the addition of bike signals and storage areas. There was also a major focus on the need for safer pedestrian crossings, with requests for more marked and controlled crosswalks. Connectivity issues were another recurring concern, including gaps in the trail network, sidewalk connections, and linkages to major destinations like parks and ferries. Several comments highlighted problems with narrow sidewalks, ADA accessibility, including utility poles in the sidewalks, and poor sidewalk conditions, emphasizing the need for pedestrian-friendly improvements. Safety stood out as a critical theme as well, with calls for speed management, better lighting, and public education on new infrastructure like roundabouts. Finally, broader elements such as adding trees, improving intersections, enhancing bus stops, and maintaining trails were also mentioned as important to creating a safer, comfortable and more connected environment for all users.

Most of the comments were along Cleveland Street, Court Street, Druid Road, Drew Street, Coachman Road, Sunset Point Road and Union Street. The image below shows general distribution of comments throughout the city. All the comments received are noted in a tabular format in **Table 1** (All tables provided at the end of this memorandum due to their length).

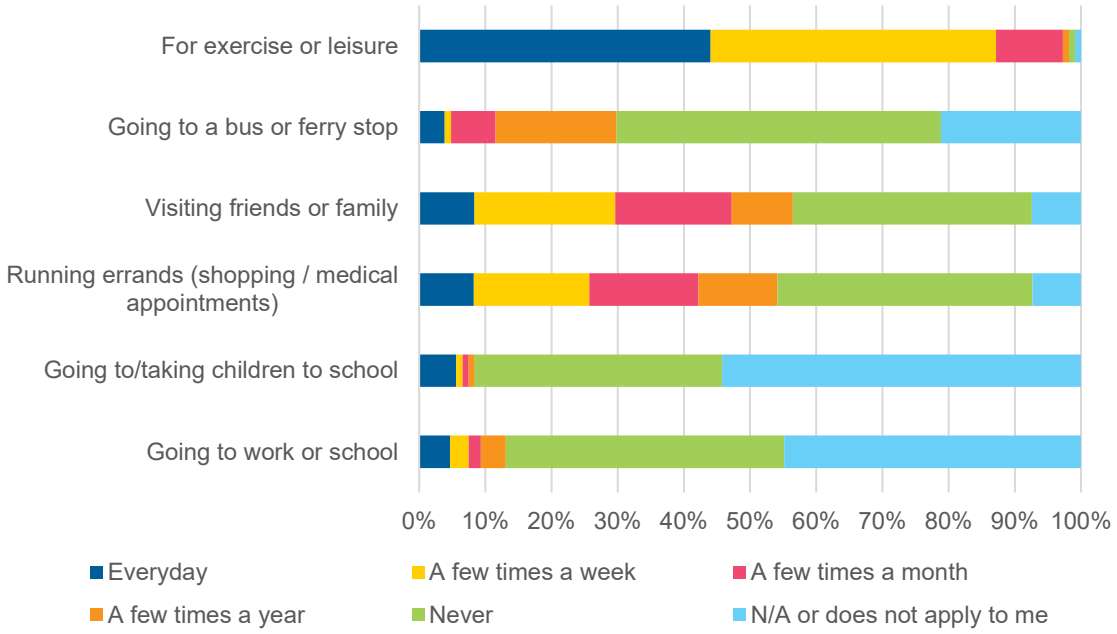


Online Survey Results

The survey consisted of questions related to where people currently walk and bike and where they would like to walk and bike, as well as what types of improvements could be made to increase their comfort level when walking and bicycling on our transportation system. Each question is provided below with a summary of responses. Since Spanish is the most widely spoken language in the region after English, the Social Pinpoint platform included an option to translate the survey for respondents who preferred to take it in Spanish.

A total of 95 people took the survey, but not all participants answered every question. The number of people who answered each question is provided below for each question in the following format (number of people responding/ total overall respondents). In total, 256 written comments were provided on the survey, in addition to the specific mapped comments.

Question 1: How often do you walk to the following places? (95/95)

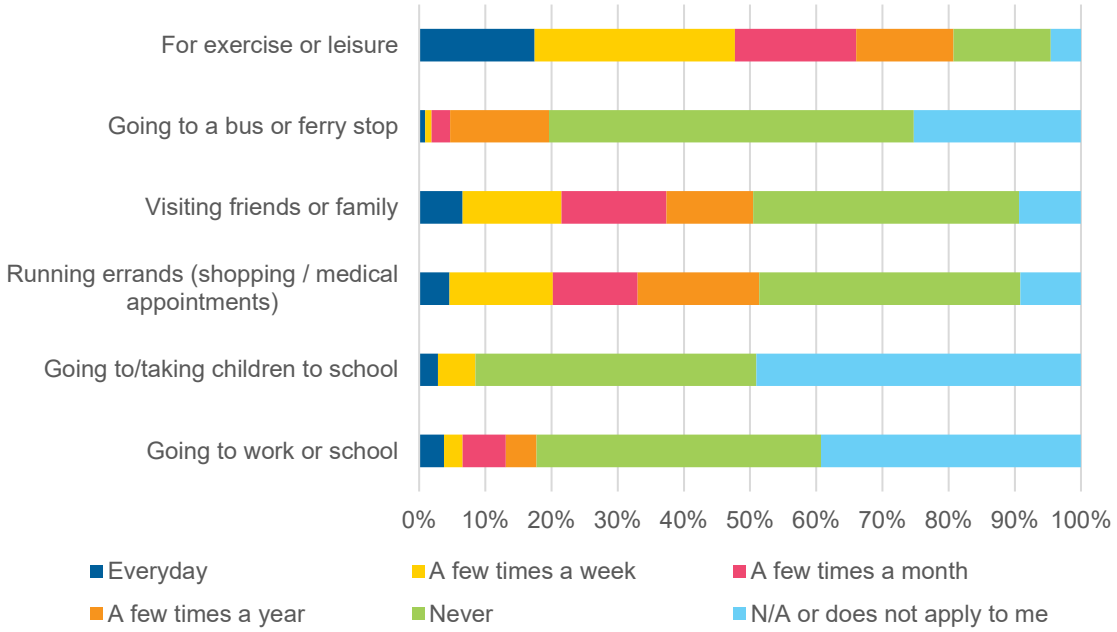


Walking for exercise or leisure stood out as the most frequent activity, with 44% walking daily and 43% a few times a week, and only 1% reporting that they never walk for this reason. Very few people walk to work or school regularly, with only 5% walking every day and 3% a few times a week, while 42% never walk to these destinations and 45% indicated it does not apply to them.

Walking children to school does not apply to more than (54%) of respondents, 6% walk children to school every day, and 37% never do. Walking for errands was more common, with 17% walking a few times a week and 16% a few times a month. About 21% of respondents walk a few

times a week and 18% a few times a month to visit friends or family, while 36% never walk for that purpose. Walking to a bus or ferry stop was less common, with just 4% walking daily and 1% weekly, while nearly half (49%) never do and 21% said it does not apply.

Question 2: How Often do you bike to the following places? (95/95)



Similar to walking, biking for exercise or leisure was the most comment reason: 17% of respondents bike daily, 30% bike a few times a week, and 18% bike a few times a month, with only 15% saying they never bike for exercise or leisure. Very few respondents bike regularly to work or school, with only 4% biking every day and 3% a few times a week, while 43% never bike for this purpose and 39% said it does not apply to them. Similarly, biking to take children to school was uncommon, with 3% biking every day and 6% a few times a week; however, 42% never bike for this purpose and nearly half (49%) said it does not apply. About 5% of respondents bike for errands every day, 16% a few times a week, and 13% a few times a month, with 39% reporting never biking for errands.

When visiting friends or family, 7% bike every day, 15% a few times a week, and 16% a few times a month, while 40% never do. Biking to a bus or ferry stop was rare, with less than 1% biking daily, only 1% biking a few times a week, and more than half (55%) never biking for this purpose.

The survey results suggest that walking is a more common mode of travel than biking for most everyday activities among survey respondents. While walking for exercise or leisure is the most frequent reason for walking, with most respondents walking daily or weekly, walking for practical purposes like commuting to work, school, or running errands is less common, with

many respondents either never walking or indicating it does not apply to them. Similarly, biking is primarily used for exercise and leisure, with relatively few people biking regularly to access destinations like work, school, or transit stops. Overall, both walking and biking are most popular for recreational purposes rather than for transportation needs, highlighting a potential opportunity to improve infrastructure, accessibility, and safety to encourage more active transportation for daily trips.

Question 3: What other locations would you like to walk or bike if it was easier? (75/95)

Respondents noted a wide variety of specific and general destinations where they would like to walk or bike to, including grocery stores, downtown, grocery stores, the library, parks, access trails, restaurants, beach area, recreation centers, and other neighborhoods. The full text of the responses is provided in **Table 2** (at the end of this memorandum).

Question 4: What general improvements would make it easier for you to walk to the places listed above? (66/95)

Respondents noted walking and biking facility improvements in response to both questions 4 and 5. Therefore, we combined the summary to minimize repetition. Please see below for responses.

Question 5: What general improvements would make it easier for you to bike to the places listed above? (71/95)

Respondents noted a wide range of potential improvements that would make it easier for them to walk or bike to the places they listed in question 3:

- Continuous sidewalks
- Wider sidewalks
- Protected bike lanes
- Improved crossings
- Better sidewalk, trail and road surfaces
- Trail extensions
- Improved connections between neighborhoods and destinations such as schools, shopping centers and parks
- Improved signage
- Improved pavement markings
- Traffic calming
- Shade

- Covered bike racks at destinations

In addition to infrastructure improvements, there were some non-infrastructure improvements noted, including:

- Affordable housing
- Improved driver behavior

The full text of the feedback is provided in **Table 3** (at the end of this memorandum).

Question 6: Rank your transportation safety concerns by order of importance. (95/95)

The next question asked people to rank their top transportation safety concerns in Clearwater, as summarized below by rank. Top concerns include lack of bike lanes, drivers failing to yield to pedestrians, lack of sidewalks, dangerous intersections and distracted driving.

1. **Lack of bike lanes or paths/poor condition of bike lanes or paths**
2. **Drivers failing to yield to pedestrians**
3. **Lack of sidewalks/poor condition of sidewalks**
4. **Dangerous intersections**
5. **Distracted driving (e.g., cell phones, vehicle screens)**
6. Drivers Speed
7. Lack of safe routes for people to walk to parks and other recreation facilities
8. Lack of crosswalks
9. Lack of safe routes for children to walk to school
10. Lack of street lighting along corridors and/or at crossing locations
11. Long distances/not enough time to cross the street
12. Poor accessibility for people with disabilities
13. Impaired driving (e.g., alcohol, cannabis)

Question 7 & 8: Do you not go places because you do not feel safe traveling there? (95/95) Why? (61/95)

Over half (53%) reported that they avoid going to certain places because they do not feel safe traveling there. Common reasons cited include lack of / poor lighting, high traffic volumes, distracted driving, too many roads to cross, lack of respect of drivers towards bicyclists, unsafe left-turns required, and destinations are on the busiest roads. Full responses are provided in **Table 4** (at the end of this memorandum).

Question 9: Do you or an immediate family member have a disability that affects your mobility and travel choices. (95/95) If yes, please describe what would help you achieve greater levels of mobility. (16/95)

Approximately 11% of respondents indicated that either they or a family member have a disability that affects their mobility and travel choices. Approximately 10% of Clearwater residents are classified as disabled. Ideas to help improve mobility included protected sidewalks, more time to cross the street, consistently accessible routes, smoother sidewalks and crossings for people in wheelchairs, more public transportation with improved stops (seating/shelters), improvements for people with visual impairments.

Demographic Information

As part of the survey, we asked participants for demographic data, including race/ethnicity, gender and age. The percentage of survey respondents who are white is disproportionately higher than the city population, and the Black or African American population being the most underrepresented. Responses by gender were higher for people that identify as females (64%) than males (30%). Approximately 5 percent of responds preferred not to state. About 2% of people under the age of 18 were survey respondents. People between 65-74 are slightly overrepresented in the survey responses followed by people within the 55-64 and 35-44 age range. About 33% of the respondents had an annual household income of more than $100,000 and 17% preferred not to state.

Overall, survey respondents were more female, whiter, and older than the general population. Several attempts were made throughout the survey process to engage with a wider range of Clearwater residents through outreach to the Hispanic Outreach Center and other local community organizations.

Facility Preference Survey

In this section, survey respondents were shown a series of images of different street and trail environments from low-stress residential streets without sidewalks to multi-lane roads with protected bike lanes and dedicated urban trails and asked whether they felt comfortable walking, biking, both, or neither in each setting. By pairing each facility type with a clear "Yes/No" choice for walking and for biking, we were able to capture how design features influence perceived safety and usability. The facility categories include:

- Residential streets (with and without sidewalks),
- Roads with shared-lane markings,
- Four and six lane arterials with varying bike treatments (standard lanes, buffered lanes, protected lanes, urban trails), and off-street trails.

The following are the results of the survey organized by facility type and accompanied by their images which illustrate where the community feels most and least at ease when traveling on foot or by bicycle.

Yes to Walking: 39%

No for Walking: 61%

Yes to Biking: 58%

No to Biking: 42%

Yes to Walking: 90%

No for Walking: 10%

Yes to Biking: 48%

No to Biking: 52%

Yes to Walking: 60%

No for Walking: 40%

Yes to Biking: 13%

No to Biking: 87%

Yes to Walking: 85%

No for Walking: 15%

Yes to Biking: 5%

No to Biking: 95%

Yes to Walking: 87%

No for Walking: 13%

Yes to Biking: 42%

No to Biking: 58%

Yes to Walking: 97%

No for Walking: 3%

Yes to Biking: 67%

No to Biking: 33%

Yes to Walking: 64%

No for Walking: 36%

Yes to Biking: 21%

No to Biking: 79%

Yes to Walking: 81%

No for Walking: 19%

Yes to Biking: 50%

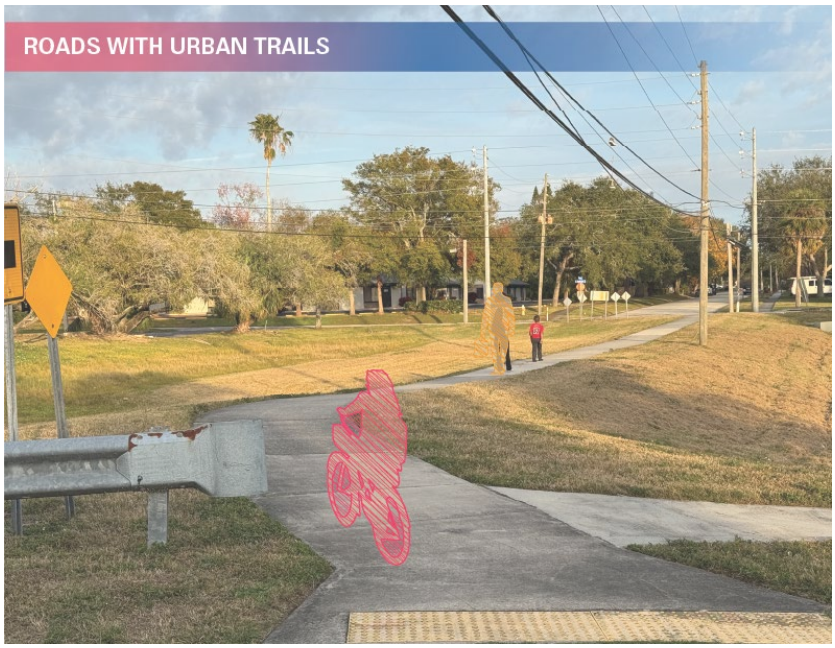
No to Biking: 50%

Yes to Walking: 97%

No for Walking: 3%

Yes to Biking: 93%

No to Biking: 7%

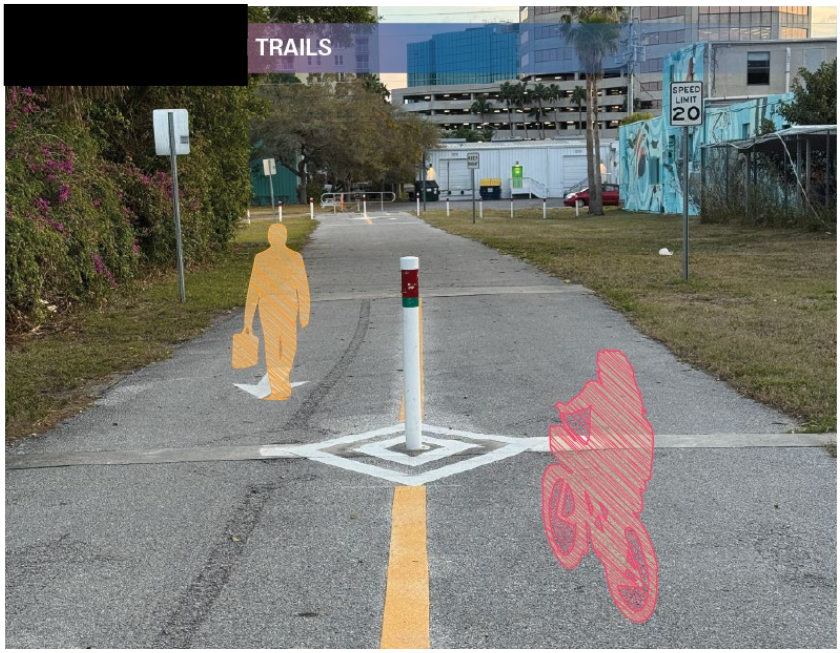


Yes to Walking: 100%

No for Walking: 0%

Yes to Biking: 93%

No to Biking: 7%



Yes to Walking: 97%

No for Walking: 3%

Yes to Biking: 100%

No to Biking: 0%

Overall, the comfort level of respondents increased as the level of separation between the walking or biking facility and vehicular travel lanes increased. This feedback was similar to the feedback received during the community workshop, where most people noted that they feel comfortable walking and/or biking on trails, but not high-speed roadways.

Community Workshop

A public workshop was conducted on April 10th from 5:30 to 7:30 PM at Countryside Library to obtain in-person feedback from the community to supplement the online feedback. Community members and stakeholders were invited to share their experiences, concerns and ideas related to potential network connection, safety, mobility and accessibility. The following materials were prepared for the workshop:

Presentation that identified the goals of the project, highlights of the existing conditions assessment, and an overview of the workshop materials.

Presentation boards on the following:

- **Existing and Planned Bike Network** – 1 of entire City; 3 inset boards (purpose – invite people to note where they might like to see new facilities, if there are existing facilities we missed, confirm that there is still a desire for planned facilities on map)
- **Existing Sidewalk Coverage** and streets without sidewalks (purpose – invite people to note where they might like to see sidewalk upgrades, or sidewalk gap closures prioritized)
- **Safety** – included High Injury Network and map of all Bike/Ped Crashes (purpose – invite people to note where they may have had near-misses and/or do not walk or bike because they don't feel safe)
- **Visual Preference Survey** – show different facility types and ask if people would feel comfortable walking or biking on them or not (purpose – this would be the same preference survey shown on the social pinpoint site, and help with getting additional data points)
- **Different facility types** – show different types of bike facilities (purpose – this board would be primarily educational so that everyone can see how we are defining a "trail" for the purpose of this plan)
- **Bicyclist Level of Traffic Stress** – map of bicyclist level of traffic stress results (purpose – people can note if their experiences are much different than shown on the map)

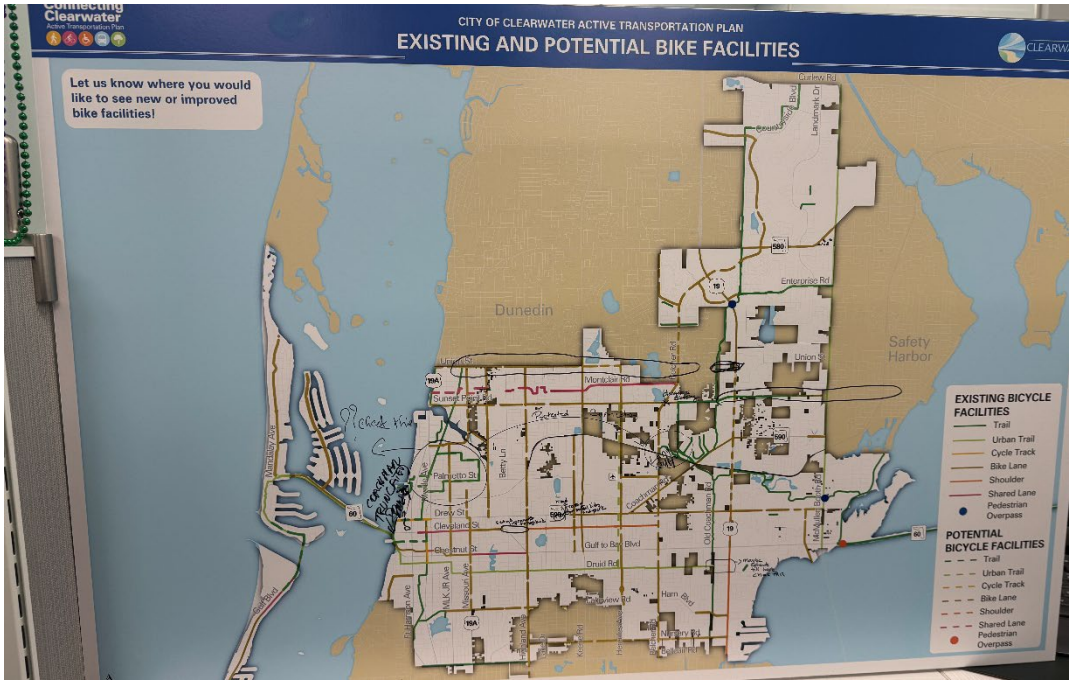
- **Pedestrian Level of Traffic Stress** – map of pedestrian level of traffic stress results (purpose – people can note if their experiences are much different than shown on the map)

In addition to the presentation and other materials, paper copies of the online survey and links to the survey were provided. There were 18 people in attendance at the workshop in addition to the project team.

A variety of comments were received, with pictures of the presentation boards with feedback shown below. Some of the comments received include:

- The north-south connections in the area are generally better, but there is a strong need for improved east-west connections. Drew Street, in particular, is very dangerous for cyclists, and it may be worth considering rerouting bike traffic to Cleveland Street instead.
- There should also be a focus on strengthening the connection to the Long Center.
- Additionally, the trail network should not stop at the Clearwater city limits; it should extend into surrounding cities to create a more complete system. Expanding the network would help the public better understand where the missing links are and provide more insight into the broader planning process.
- Exploring the potential to add a trail along the CSX corridor could be valuable, especially since the area is already in a dilapidated condition.
- Improvements to biking along Drew Street are critical due to its unsafe conditions, and shared lanes in the Sunset Point area also do not provide a safe environment.
- There is a Pinellas County study underway for the Gulf-to-Bay and Belleair Road intersection that includes concept plans, and FDOT is currently conducting a broader study of the Gulf-to-Bay corridor to ensure improvements are not siloed to just the intersection area.
- Dunedin is also updating their citywide Multimodal Transportation Plan that should be integrated into this plan.

- E-mobility devices should be considered in the plan.
- Golf carts should be considered in the plan.



Countywide Survey

The general sentiments from the online and in-person engagement activities were compared to the 2023 Pinellas County Transportation Survey, as the countywide survey has significantly more responses and represents a broader range of residents in Pinellas County. The countywide survey responses demonstrate community support for safer, more connected, and multimodal transportation systems: countywide, 91% of residents prioritized safety improvements and 88% backed investment in pedestrian facilities like sidewalks and crosswalks yet only 65% agreed they can safely walk anywhere, mirroring feedback related to hazardous conditions on corridors such as Drew Street and Sunset Point, and calls for protected crossings, bike lanes, and bike-detection signals.

County respondents also showed 93% support for roadway maintenance and 93% for traffic-flow technology. Several respondents in the Clearwater survey note filling trail gaps (e.g., Crest Lake Park to Cleveland), maintaining existing paths, and repurposing under-used four-lane roads for improved walking and biking facilities. On regional connectivity, 64% of county participants

want better access to regional destinations, dovetailing with Clearwater's demand to link local trails to Dunedin and beyond and to strengthen east–west and north–south routes.

Only 34% of countywide respondents find transit convenient and just 42% would expand it echoing Clearwater's feedback that shared lanes and transit facilities in areas like Sunset Point feel unsafe or inadequate. Both datasets underscore readiness for "road diets" and speed management (63% of county respondents would accept lower speed limits), and both recognize traffic congestion (66%) and a lack of transportation alternatives (33%) as top future challenges. Together, these insights create a unified vision to develop and implement safety, connectivity, maintenance, and resilience projects that serve drivers, cyclists, pedestrians, and transit riders alike.

Next Steps

The public engagement participants provided insightful feedback about what they would like the network to look like. The project team will use this feedback to help identify specific locations for different facility types throughout the community as a part of the future network development.

Attached Tables

Note: The comments provided in Tables 1 through 4 are provided verbatim from the survey responses, and may contain typographical, grammar and spelling errors.

Table 1: Map Based Feedback

Table 2: What other locations would you like to walk or bike if it was easier? Response Summary

Table 3: What general improvements would make it easier for you to walk or bike to the places listed above (from Table 2)?

Table 4: Do you not go places because you do not feel safe traveling there? Why?

Table 1: Map Based Feedback

Comment Number	Map Based Feedback
1	There is not crossing at Drew Street, for kids to go to Clearwater Fundamental by themselves.
2	It is missing two blocks of a good bike trail to connect Crest Lake park with the new bike trail at Cleveland.
3	Add bike detection at this super-long traffic signal
4	Add Sharrows between Drew and Cleveland or Gulf to Bay
5	Add bike lanes between Cleveland and Gulf to Bay
6	This part of Cleveland has no bike lanes - at least add sharrows.
7	Protected crossing of Drew and speed mgmt
8	Connect RW Trail to jobs west of Belcher
9	Connect to the Pinellas Trail west of Keene through the neighborhood or along SP Road.
10	Add bike lanes between 19 and McMullen Booth on 590 to close a gap.
11	Could be nice to have a designated area on the boardwalk for all those on wheels or even a protected bike lane.
12	People go way too fast on this road and do not yield to pedestrians.
13	This road is four lanes wide and no one uses it. It could be better used as biking facilities
14	This is a connector for the Ream Wilson and Duke Energy Trail and Long Center. Kinda sketch to level cross.
15	I see children crossing here on bike and foot all the time without following the lights and there have been some near misses.
16	Very narrow road. No way to safely bike
17	Widen sidewalks on Keene to allow for bikes
18	There is no way to safely bike along Drew except on the substandard sidewalks.

Table 1: Map Based Feedback

Comment Number	Map Based Feedback
19	The sidewalks along Drew Street are narrow, there are few crosswalks running parallel to Drew crossing the side streets that also continue south along those side streets linking to sidewalks.
20	This neighborhood along Drew Street from Myrtle to Belcher could become a walkable, bicycle able location if there were ways to safely cross Drew Street between Keene and Belcher. It would also allow for economic development of this segment.
21	For a place that a soul-sucking heat and the occasional rain, this daughter of a patron of the bussing system has a general observation; the lack of covered/protected bus stops is disconcerting.
22	Is a safer bike lane coming to connect this northeast corner of the city?
23	Opportunities for education on proper use of the roundabout. Improper use leads to increased risks for pedestrians.
24	NE Coachman is a great connector, but dangerous stroad. There is space for a protected bike lane alongside the sidewalk on the south side of the street.
25	Although there are painted bike lanes, neither Keene, nor Drew feel safe on a bike. I usually risk a flat tire a sore bum, and opt for the dreaded sidewalk. Protected bike lanes on a stroad is a better idea. Keene certainly has enough room.
26	Creating a bike network throughout the city parks and trails is a fun way towards active connectivity.
27	Bussing/walking and/or biking to downtown and/or the sound would be preferred over driving. Secure bike facilities that are easy to find, protected from the elements, and well lit would encourage me to ride my bike downtown for events. (concerts, Sat market, dinner, etc)
28	This is a death trap for anyone trying to cross 4 lanes of traffic with no stopping signal to allow individuals go across. Cars don't slow down and it's a race to get to the other side.
29	This is a dangerous cross for bikers, pedestrians, etc. There needs to be a pedestrian light that stops traffic a little further to the west where the trail ends on the north side of Drew St.

Table 1: Map Based Feedback

Comment Number	Map Based Feedback
30	We would like bike to downtown and the beach from our neighborhood, but it's a bit of challenge because of lack of development of trails and sidewalks, what we need is strong pedestrian, and cyclist signals.
31	Extend biking and walking improvements on Cleveland to Highland Avenue.
32	Crosswalk with a traffic light or flashing light needed to cross Drew Street to Crest Lake Park, possibly at Crest or Lake.
33	The crossing on the bike path has not been properly cleaned since CMX redid the RR ties. Still gravel and sand about, particularly closer to the gas station. No signal lights. And honestly, the weird jig from the main path (to/from Dunedin) to the one along the RR is unpleasant on bicycles. Need a smoother curve that allows visibility for anyone on the sidewalk, and allows cyclists to decelerate without a 90-degree turn.
34	This intersection has shopping on all four corners but it so complicated to get between them.
35	This is a complicated intersection, and many bikers wait for a while to cross.
36	I'd love a way to walk safely underneath US-19 to get lunch without having to get in my car.
37	A bus stop at morningside would be awesome!!
38	Missouri is a busy road but very residential. Alot of people walk it everyday so if it had more shade and better landscaping it may be more inviting. It's also really busy
39	Safer pedestrian crossing needed.
40	Safer crossing needed for pedestrians
41	again this area have very poor crosswalk signals
42	Add sidewalks to Wolford Road.
43	Improve the sidewalks to make them safe for pedestrians and accessible for people with disabilities. Remove electrical poles from the middle of the sidewalk.

Table 1: Map Based Feedback

Comment Number	Map Based Feedback
44	The trail here is not nearly as nice as up toward Dunedin. Don't feel safe biking here in late afternoon/evening. Also, the trail needs maintenance along this entire section.
45	Would be nice to safely bike on Drew to Coachman park.
46	Yes to new biking/walking trails that are NOT created of the expense of existing roads.
47	I SUPPORT enhanced facilities for walking and biking BUT ONLY as long as the changes: 1) Do NOT impede vehicle traffic (NO to speed bumps, NO to lower speed limits, etc!) 2) Are NOT excessively expensive.
48	Please convert Ft Harrison Avenue back into a complete street and install a signalized intersection and crosswalk at Woodlawn Street.
49	Please convert Ft Harrison Avenue back into a complete street and install a signalized intersection and crosswalk at Belleair Road.
50	Yes to new or expanded parks.
51	Convert Missouri Avenue into a complete street with BAT lanes for Bus Rapid Transit, wider sidewalks, and signalized crosswalks.
52	There should be a pedestrian crossing over the CSX tracks to Norton Park.
53	There is a gap in the sidewalk when crossing over the CSX tracks. Please fix it.
54	Yes to more sidewalks, as long as they do not impinge on existing roadways.
55	Crosswalk at Sedeeva Circle North and Douglas. Many people cross here to get to the trail.
56	Walking, or biking Cleveland St from Belcher all the way to downtown is really nice. Most of the sidewalks are wide enough to offer a cyclist refuge from the street. The tree canopy reduces the soul sucking heat.
57	Plant more trees along the length of the Pinellas trail to provide canopy cover making it cooler while increasing the urban forest. A few examples: -- Along Orange St.

Table 1: Map Based Feedback

Comment Number	Map Based Feedback
	-- Virginia Ave & 9th St. -- To the north of the Drew St interchange, between Orange & Myrtle, up to Fulton Ave. are many wide open spaces that could benefit.
58	Would love the option to bring a bicycle onto the ferry. This could drastically reduce traffic on the beach. I know I would ride my bike to and from the beach if I could bring my bike aboard the ferry.
59	A bike path from Union St. or Sunset Pt all the way to Coachman park that is also lit at night would be wonderful. The current sidewalk along Alt. 19 and Ft. Harrison is overgrown, narrow and hard to navigate using a bike. It also feels unsafe at night.
60	Many residents East of Douglas walk cross the 4 lane street to access the Pinellas trail, which is unsafe, especially during rush hours. A crosswalk/ safety measure should be added to this area.
61	Two years ago, I forced Clearwater traffic engineering to fix the lane coming from Mandalay onto Clearwater Beach roundabout. The right lane was cutting off traffic and it was deadly and almost killed me twice. 👉 Now they got put up candlesticks to stop behavior from continuing. The chief of police is definitely not going to control it they said it's just too political.
62	Consider adding an east-west bike trail from the Duke Trail to the Pinellas Trail on Sunset Point Road. Would need more than a narrow bike lane to protect bikers from car traffic to make this a safe route.
63	It would be nice to redo the turn across the RR tracks which can be difficult to manage on a bike. Or reroute the bike to the other side of the street to void the rail crossing. Very unsafe now.
64	it would be great if the city would develop a kayak/SUP/Canoe launch at the Clearwater Lawn property for the intercoastal/Stevenson's Creek like the city of Tarpon Spring's has at their Anclote River Splash Park

Table 1: Map Based Feedback

Comment Number	Map Based Feedback
65	The Disc Golf Park needs a well maintained, permanent restroom with drinking fountains for golfers, trail users, Philly game attendees. The Port-O-Let can be quite unsanitary
66	THANK YOU for having public bathrooms, trash bins, cold water drinking fountains, shaded rest areas for users of the Duke Energy Trail at these Countryside Little League fields! I wish there were more along this very sunny trail!
67	fix pedestrian crossing indicator signs that are STILL damaged/bent from Helene & Milton. Also, place a trash bin there for all the car accident debris, and wind blown trash from Home Depot/Chick-fil-A/Sam's Club/Chicken Fingers,...
68	another crosswalk where sand easily gathers making it hazardous for bicycles & pedestrians. Sand drainage issues as easement between Harn & sidewalks mostly sand vs good grass to reduce sand accumulation in 'gutters'
69	On the NE corner of this intersection, there needs to be a better drainage design as sand FREQENTLY gathers on the side walk/bike trail where bikes quickly need to either stop quickly &/or turn quickly while making an abrupt 90 degree turn, while negotiating the downward/upward slope there. Perhaps also signs on all for traffic approaching the intersection saying something like: Beware bike/pedestrian crossing(s) ahead!
70	Widen the sidewalk along the school to allow bike and pedestrians.
71	Speed of vehicles and number of vehicle crashes observed in and approaching intersection show that this intersection and how the road prompts drivers to drive fast and recklessly demands changes to what was built, not just enforcement. Lots of walkers in nearby neighborhoods but never seen anyone crossing this intersection. And on Enterprise, too with winding roads distorting time to cross.
72	Intersection crossing of Ft. Harrison confusing.
73	From parking lot getting to and from hospital and health facilities
74	There is not crossing at Drew Street, for kids to go to Clearwater Fundamental by themselves.

Table 1: Map Based Feedback

Comment Number	Map Based Feedback
75	It would be nice to have bike parking at the beach where we could lock up the bikes and go to the beach. It may be there already but I haven't seen it.

Table 2: What other locations would you like to walk or bike if it was easier?

Comment Number	What other locations would you like to walk or bike if it was easier?
1	Along Drew Street to/from downtown Clearwater and Coachman Park.
2	Anyplace reachable by bus
3	Beach area/ Mandalay
4	Beach, st Pete
5	Better east-west bike paths between the Duke Trail and the Pinellas Trail to improve access from Countryside area to downtown (Sound, beach, etc.). Bike trails and dedicated protected lanes are much preferred to narrow bike lanes that drivers don't pay attention to.
6	Between safety harbor and Saint Pete.
7	Biking to St Pete college/and the Phillies stadium from crest lake. To the long center from crest lake. Biking to Coachman park from crestlake. (The problem downtown is biking on the shared road. Cars pass too close, and riding a pedal bike on a busy sidewalk is a challenge. (The new bike and walk trails in the east gateway are great. Biking from Clearwater Beach to sand key park. Or to the Clearwater Beach library. There's no real safe way to bike around Clearwater Beach.
8	Clearwater beach, coachmen park, and gulf to bay blvd.
9	Coachman Park, The Sound, Downtown Clearwater
10	Coachmen Park and the ferry - need a way from the Pinellas Trail to easily connect there. I feel there are no signs on the Pinellas Trail currently that explain how to bike there. Gulf to Bay - road with a lot of things to do, but currently not bikeable (no shoulder, no bike lane, not wide enough sidewalks).

Table 2: What other locations would you like to walk or bike if it was easier?

Comment Number	What other locations would you like to walk or bike if it was easier?
	Duke Energy Trail - Countryside Blvd - Not clear signage in how to follow the trail. McMullen Booth Rd and Tampa Rd - not easy how to follow the Pinellas Trail at this intersection.
11	Connecting to other cities
12	Crest Lake Park. Long Center
13	Downtown Clearwater
14	Downtown Clearwater- biking not easy
15	Downtown Dunedin and grocery store
16	Drew Street is a major east west corridor but it's quite dangerous between the western terminus and around Keene
17	Dunedin downtown and safety harbor downtown with the family. Dunedin is great once you get to pinellas trail, its just not the safest to get to it. We can get to downtown Clearwater using Cleveland, that was a nice improvement. But drew/highland intersection is unsafe, more specifics in #4
18	East/west travel in general.
19	Grocery stores and coffee shops
20	I enjoy biking on Cleveland Street from my home to Crest Lake Park, Coachman Park and the Causeway to Clearwater Beach. I am very impressed with Cleveland Street's new bike lanes and bioretention / rain gardens that naturally treat stormwater runoff. The bike and walking paths provide residents with great multi-modal transportation options that can help reduce east-west traffic and reduce emissions. Hats off to the City for this environmental improvement. However, there is one block that’s unsafe for biking located between Highland St. and San Remo Rd., where there's no bike path and only a narrow sidewalk. Could Transportation or Public Works please look at making this section safe for bikers?
21	I live in downtown Clearwater and use Cleveland St. I travel regularly from Osceola to the Pinellas bike trail and while it is marked for bicycles there are restaurants between Osceola and Garden which block one side of the street,

Table 2: What other locations would you like to walk or bike if it was easier?

Comment Number	What other locations would you like to walk or bike if it was easier?
	the other side is marked only for bicycles going west and sometimes I encounter city garden trucks driving eastward. We should decide how to make this work for both restaurants and biking -- maybe make the south side a two way bike lane.
22	I live in the Spring Branch neighborhood (off of Douglas avenue, just South of the Dunedin and Clearwater boundary), adjacent to the Pinellas Trail. I bike the Pinellas trail multiple times a week to get to Downtown Dunedin for shopping at the markets, enjoying restaurants and live music at their establishments and enjoying their festivals. At night, I bike through the neighborhoods. I live almost just as far to Coachman park, but usually drive there, especially at night. I have attended 20+ concerts/events (maybe even more) at the Sound, Cleveland Street and Coachman Park, since the redevelopment of the Park/ opening of the Sound and ABSOLUTELY LOVE IT! (Great Job City of Clearwater!) I do bike to the markets during the day, but would love to be able to bike to the events/concerts at night. I know that the Pinellas trail is closed after dark, but would love to somehow bike straight up Fort Harrison/alt 19 into the Dunedin area, which I feel is a safe route. I tried to bike home after a concert once, but lowered tree limbs, uneven walkways and even litter and gravel made the 3 mile journey north very hard. It was also kinda sketchy with random ppl on the sidewalks, but it definitely feels safer on a bike. I haven't tried it at night again since, but would love to get to and from Coachman from the Downtown Dunedin area during the evening hours. If it could feel safer, maybe also more lighting, it would be super convenient. Also, many of my neighbors are Clearwater residents in the Spring Branch neighborhood, but frequent Downtown Dunedin via their golf carts. I am not a golf cart owner, but know that if there was an accessible route to Coachman/Cleveland Street via golf cart, they would visit more often.
23	I live on Island estates and feel blessed that we can walk into the beach area, easily. The only negative is the electric bikes that have taken over the trail. Those folks generally need the bikes to get to work, we just need space for both walkers and electric bikes, and regular bikes.

Table 2: What other locations would you like to walk or bike if it was easier?

Comment Number	What other locations would you like to walk or bike if it was easier?
24	I ride the sidewalk when I bike because the bike lanes don't feel safe. I wish it were safer to travel by bike on 580.
25	I walk around my neighborhood on the sidewalks for exercise and to enjoy the neighborhood.
26	I would bike far more if there were safe places and, more importantly, safe ways to get to those places.
27	I would like a more direct bike path from the Countryside Mall area to Safety Harbor and to the Dunedin Causeway.
28	I would like to be able to bike more to work and errands, but I live off US 19 and it is not safe.
29	I would like to bike ride to spc from palm harbor to Clearwater easier the duke energy is all over the place
30	I would like to bike to work but the trail is closed before sunrise. I get to work at 5… biking isn't an option. I won't ride on the roads as it is too dangerous and the sidewalks are so uneven it's difficult to ride.
31	I would like to ride to downtown in Clearwater, to enjoy local restaurants and parks.
32	I would love if the Duke Energy Trail connected to the Pinellas trail around Montclair or Sunset. Montclair Road. Sunset Point Road east to west with a designated separated with cement buffers lanes. I would even bicycle on 19 if there was a cement barrier. I would bike everywhere if it was safer. We need designated and separate bicycle lanes
33	I would love to be able to get to downtown and to the Pinellas trail, but Drew, MLK and Myrtle make that very difficult.
34	I would love to go to Keene Park or downtown from where I live right off Drew Street by bicycle. Also, I would like to ride bicycles with my grandson to school from Clearwater country club golf course area to sky crest. I'd love to walk or bike to the library or restaurants.
35	It would be great to have a safe way to bike to downtown for people who live north of Gulf to Bay. Also, there needs to be a safe way to cross Drew Street

Table 2: What other locations would you like to walk or bike if it was easier?

Comment Number	What other locations would you like to walk or bike if it was easier?
	to access Crest Lake Park. Also, there needs to be a safe way for people who live in the neighborhoods around Drew Street to walk or bike to the businesses on Drew. Bike racks in the business section Drew would also help. And it would be good to have Clearwater's trails all connect for better access. I would walk and bike much more outside of my immediate neighborhood if I felt safer to do so. Instead, I drive a half-mile to get to a park or to shop, or drive a couple of miles to get to downtown, because I don't feel safe crossing streets or riding my bike in the roadway.
36	It would be nice to bike or walk everywhere, but having a child and living in a traffic-heavy area make this near-impossible.
37	It would be nice to have the beachfront boardwalk/walkway extended up to North Beach on Clearwater Beach. Having a longer beachfront boardwalk/walkway would be a nice feature to utilize for taking in the beautiful scenery of the coastline.
38	Library Grocery store Beach
39	Local businesses like restaurants, cafes, and markets.
40	Make intersection of Sunset point and the Pinellas Trail a four-way stop. I've seen three bicyclist hit. They won't stop or press the button, leaving it on the driver who has the right away to slam their brakes on. It's a super unsafe intersection! I'm on it every single day
41	Missouri ave
42	More easily connecting to neighboring cities and other modes of public transportation. More dog parks that connect neighborhoods. Maybe pocket-parks for the fur-babies?
43	My job lake Seminole square
44	My local coffee shop
45	On Keene Rd the cars drive about 15 mph over the limit which makes walking and biking unsafe.

Table 2: What other locations would you like to walk or bike if it was easier?

Comment Number	What other locations would you like to walk or bike if it was easier?
	More regulation of motorized e-bikes along Pinellas trail, as the e-bikes go so much faster than regular bicycles and pedestrians there is potential for accidents.
46	Overall Sunset Point rd would greatly benefit from a safe bike lane. Extending from the pinellas trail to the duke energy trail at minimum. There is heavy bike traffic on this road yet it feels unsafe to ride.
47	Parks
48	Parks Nature Preserve
49	Parks, restaurants, city / community events and gatherings.
50	Parks, the beach, church, brewery
51	Parks. The Dunedin causeway.
52	Pinellas trail
53	Rec centers and libraries. I like to see safe, highly visible and accessible paths for children from schools and school bus stops. Public bus stops need to be accessible by pedestrians and bicyclists. There also should be places where people can lock up their bicycles if they want to leave them to take the bus. Bus racks don't have space for many bicycles on board.
54	Recreation, markets, etc..
55	Restaurants/grocery stores
56	Some of the places along Court St, like my mechanic and gym. Ever ridden a bike there? Horrifying. Crossing the street is very dangerous at Court & Missouri. I've also witnessed old people in wheelchair scooters just driving along the road there, or crossing like they're a car. There are some places on Missouri I dare not go, like the boba place, the veggie stand on Lake, and the Publix. Missouri is a good place to die, in my opinion. Have to ride on the sidewalk, and take MLK.
57	Sunset Point Road between US19 and Edgewater Drive in Dunedin. Enterprise Road between McMullen Booth and Phillipe Parkway.

Table 2: What other locations would you like to walk or bike if it was easier?

Comment Number	What other locations would you like to walk or bike if it was easier?
58	The beach
59	The City of Safety Harbor, Cliff Stephens Park, Moccasin Lake Nature Park the Long Center, Gladys Douglas Park, and to the Pinellas Trail in Dunedin via a new trail extension that connects the Duke Power Trail to Coachman Ridge Park to Old Coachman Rd to Montclair Rd to Hercules Rd to Virginia Rd to Beltrees Rd to the Pinellas Trail
60	The library, The Sound
61	The pinellas trail
	There should be a bike path from the Long Center down the railroad tracks through the Clearwater Golf Course meeting up with the old trail in downtown.
62	Through downtown!
63	To downtown Clearwater and parks if more east-west bike trails were available.
64	To the park
65	To the Scientology Flag buildings, Dunedin farmers market, Natures Patch, Edgewater Drive walk, my chiropractor and natural practioner, Coachman Park.
66	Trails going East
67	Trying to cross Missouri Avenue, which has 6 lanes of traffic, and a 40-mph speed limit, is terrifying. Missouri Avenue should be converted into a complete street with BAT lanes for bus rapid transit and signalized crosswalks. Fort Harrison Avenue/Clearwater Largo Road should be a 2-lane complete street from Wyatt Street/Ponce De Leon Blvd to Alt US 19. The lack of signalized crosswalks along the corridor like at the intersection of Belleair Road hurt the walkability of the corridor. Upgrading both of these corridors into complete streets would allow me to replace many trips with walking and using transit.
68	Walking and biking is not a problem.

Table 2: What other locations would you like to walk or bike if it was easier?

Comment Number	What other locations would you like to walk or bike if it was easier?
	What I think is needed it a Two way elevated train from Tampa to Clearwater beach parallel to Route 60.
69	Walking on Edgewater is scary with so many bikers, especially e-bikes.
70	We need a large trail that runs east west through Clearwater so people who don't live on the Pinellas Trail can get to it without driving.
71	Along Drew Street to/from downtown Clearwater and Coachman Park.
72	Anyplace reachable by bus

Table 3: What general improvements would make it easier for you to walk or bike to the places listed above?

Comment Number	What general improvements would make it easier for you to walk or bike to the places listed above (from Table 2)?
1	need more bike only path, road closed to traffic or paths. a bike lane is inadequate
2	Bikes should not be allowed on sidewalks. More and more people use e-bikes on sidewalks and they go too fast. It's scary when encountering them when walking. It is also dangerous when driving and one comes on the side walk at an intersection. They go much faster than pedestrians so it is hard to see them and react accordingly.
3	Adding retail/grocery spaces closer to communities
4	Wider trail/sidewalk for bikes and walking. Removal of low hanging tree limbs and branches. Much better lighting to help make trail safer. Signage.
5	Wish there was more sidewalks, or the sidewalks were wider.
6	Bike lanes
7	We need a trail extension with a route described above so residents who live in neighborhoods which are on and adjacent to Hercules Avenue can bike and walk to the Long Center without having to bike on dangerous Sunset Point and Belcher Roads. Also safe access to the Hercules industrial

Table 3: What general improvements would make it easier for you to walk or bike to the places listed above?

Comment Number	What general improvements would make it easier for you to walk or bike to the places listed above (from Table 2)?
	Park and the Drew Street Commercial District by bicycle would be great also
8	More crosswalks near me, on a section on North Fort Harrison where long stretch without any crossing light
9	It is not walking that is the problem. Biking is the problem. The walking paths are often used by bikers as well. I find them really aggressive towards the walkers, sometimes even forcing the walkers to go off the path. I have also seen many bikers weaving between the road and the footpath creating a problem for both cars and walkers. This area needs addressing for sure having bike paths only would help for both cars and walkers.
10	Walking is okay except for if someone needs to ride their bike or e-bike on the side walk.
11	Drew street needs better side walks- And there are lots of places where bikers and/or motorizes bikes and scooters have to use the sidewalks- which is dangerous for pedestrians. Cleveland Street should be pedestrians and bikes only from Myrtle to the water.
12	Bike line and continous sidewalk.
13	Sidewalks Safe crossings Traffic control
14	wider sidewalks, safer sidewalks. cross walks more frequently.
15	Local affordable housing.
16	I ride my bike, park & walk smaller distances. I avoid walking on uneven surfaces and avoid walking with too many curb cuts where there is a better chance of getting hit by a car.
17	The streets are so dangerous to bicycle. I try to do the sidewalks but often they are not in shape or people are walking. I would love if the Duke

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Comment Number	What general improvements would make it easier for you to walk or bike to the places listed above (from Table 2)?
	Energy Trail connected to the Pinellas trail around Montclair or Sunset. I would bike everywhere if it was safer. We need designated and separate bicycle lanes.
18	I am not as familiar with the bus systems so I think more familiarity would help me with this. Maps, time schedules, shade at bus stops in summer.
19	Less parks in public spaces
20	Wider sidewalks
21	Protect bike lanes and crosswalks, prosecute those who block them with motor vehicles
22	Missouri Avenue should be converted into a complete street with BAT lanes for bus rapid transit and signalized crosswalks. Fort Harrison Avenue/Clearwater Largo Road should be a 2-lane complete street from Wyatt Street/Ponce De Leon Blvd to Alt US 19. The intersection of Fort Harrison Avenue/Clearwater Largo Road and Belleair Road needs a signalized crosswalk with a traffic signal.
23	Better sidewalks.
24	Seems to me like Clearwater and Clearwater Beach would come up with a plan for Parking and Clearwater and busing people over to the beach so that the beach congestion isn't bumper-to-bumper all the time risking pedestrians and vehicles and bikers safety
25	I do not generally walk to places, I am outside of downtown and it is too far to walk to most places. However I do walk to crestlake park with my children. Drew and highland crosswalk is dangerous. Cars on highland heading south, going left (east to drew) do not pay attention for pedestrians.
26	Fix drew street.
27	we need wider sidewalks, better crossing signals, enforce speed limits on Drew St, Palmetto, Highland, people drive around these areas way too fast.
28	Nothing is needed except sidewalks which are already there and fine.

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Comment Number	What general improvements would make it easier for you to walk or bike to the places listed above (from Table 2)?
29	Wider sidewalks.
30	More Trails; More Parks
31	Having more dense development where I could walk to places I frequent the most. Like the grocery store, etc.
32	Need a lighted crosswalk to get from north of Drew Street to Crest Lake Park, possibly at Crest or Lake. Widen the sidewalk on Drew Street and separate it from vehicle traffic to make it safe for walkers and cyclists to get to downtown, the Pinellas Trail, and Drew Street businesses. Slowing the traffic on Drew Street would also help. The Drew Street business district also needs bike racks. Extend the walking/bike lane on Cleveland to Highland, and improve the crosswalk at that intersection. Connect the Ream Wilson to the Pinellas Trail downtown, possibly along Drew Street. It would be great to convert the CSX tracks to a trail!
33	Safer, clearly marked, pedestrian spaces. Like bike lanes, sidewalks, crossing areas etc. Sidewalks and crossings that would better accommodate those with limited mobility or those who need to use mobility aids.
34	Wider sidewalks
35	I enjoy walking and jogging on the sidewalks in my community. However, there are sections of sidewalk with joint separations that need fixed where I live on S. Cirus Ave. and on Cleveland St. One of my neighbors tripped and fell on the sidewalk on S. Cirus Ave. and hurt her knee. Could you please forward a request for Public Works to inspect and grind down the joint separations on the mentioned sidewalks to prevent trips and falls? Please, thank you.
36	less scary to walk or more shaded.
37	Safer and more crosswalks. Wider and safer sidewalks that are free of electrical poles often randomly in the middle of them. Better pedestrian signage for easy visibility by motorists.

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Comment Number	What general improvements would make it easier for you to walk or bike to the places listed above (from Table 2)?
38	I think people should be able to initiate flashing lights at large intersections to bring more awareness when a pedestrian is crossing
39	I feel like crossing arms would be the only thing that could be done about the slip lanes on Missouri & Court.
40	Wider sidewalk, traffic crosses
41	Walking or bike lanes that are not attached to busy streets for large vehicles. Its best if they can be separated!!!
42	More bus stops would really help, it's not very convenient to get to the closest bus stops and then they don't align with my schedule either.
43	Wider sidewalks
44	Better spacing of protected street crossings (midblock), a buffer from the traffic, more shade trees.
45	more reasonably priced public parking
46	Get all bikes, but e-bikes in particular off of sidewalks.
47	There should be a better connector from the Pinellas Trail to the Sound
48	Some of the sidewalks do not make a smooth transition crossing streets. I reported the one on Palmetto near the Greenwood library, but the connect ticket was closed immediately without changing it. There is no way a wheelchair would be able to navigate the incline. It's enough to almost knock me off a bicycle!
49	Wider sidewalks
50	At countryside and 580, drivers do not yield to pedestrians who have the walk sign and are crossing at the light. I have almost been hit many times by cars turning right.
51	Building and development codes that deprioritize or even prohibit onsite parking and encourage foot traffic. Consider downtown Clearwater's Cleveland street and scale it.
52	Pedestrian overpasses over busy roads

Table 3: What general improvements would make it easier for you to walk or bike to the places listed above?

Comment Number	What general improvements would make it easier for you to walk or bike to the places listed above (from Table 2)?
53	Bike trail connecting Long Center and downtown via alongside the railroad tracks
54	A large trail that runs east west like Pinellas trail, near Drew.
55	More connections between caul de sacs smaller intersections
56	Speed and number of cars on Drew would need to be reduced. Cleavland is nice to walk on, so if I could get across Drew I could probably get to Downtown.
57	Make intersection of Sunset point and the Pinellas Trail a four-way stop. I've seen three bicyclist hit. They won't stop or press the button, leaving it on the driver who has the right away to slam their brakes on. It's a super unsafe intersection! I'm on it every single day
58	I live too far from my place of employment, and bring my child to and pick him up from school on my way to and from work, so those are really out of the question, but as for the others, the issues are both time constraints and safety. It would be nice to have more safe walking paths along the main corridors on the City -- I'll walk along N Myrtle Ave during lunch breaks and I'll try to walk through parking lots to avoid walking on the sidewalk, because there is nothing really preventing a car from veering off the roadway onto the sidewalk. It would be nice to have additional barriers for vehicle traffic exiting the roadway.
59	Walking isn't usually a problem. It's trying to share the road and sidewalks when you're on a bike with foot pedestrians or cars on the road. Also E bike speeds are a safety concern
60	More signage and/or road markings to indicate how/where a trail is.
61	* Contiguous sidewalks, * better quality sidewalks, *improved access to stores and shopping centers (many do not have a pedestrian entrance from the sidewalk. You often have to use active car Lanes to get in) * better, safer pedestrian crosswalks at every intersection (every street at

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	any corner should have its own crosswalk) * safety tested curb cuts * functional sidewalks and reasonable crosswalks that connect to sidewalks on the cross streets.
62	Safety. If I feel safe I will likely do it. Also the number of shade trees would have an effect on my usage. I tend to want to walk on the shady side of a street. Summers in Florida can be brutal. I know it is unrealistic to expect a lot of shade trees, but I think we need to look at their value to transportation choices.
63	Safer sidewalks constructed on more streets. Longer times for crosswalks. More available crosswalks with flashing lights in between traffic light signals. Fewer four way stops and more roundabouts are better for pedestrians as traffic will slow and stop in the roundabout, keeping cars behind the lead from going around when impatient.
64	Wider sidewalk and safer intersections. Raised crosswalks at all intersections near parks, transit stops, schools, and other bike/ped destinations.
65	bike only trails
66	Better enforcement of rules on Pinellas trail.
67	Widen existing bike lanes and put some barrier markers to make the bike lanes stand out to motorists. Painting the bike lanes a different color is a great way to bring motorist awareness.
68	I live off of Douglas Ave and Bermuda St in Clearwater. I'm located right between downtown Clearwater and downtown Dunedin. I prefer to ride my bike for recreation including to go out to eat, watch sports and find entertainment. I often choose downtown Dunedin because it is so easy and safe to bike there. I would love to frequent downtown Clearwater more often, but the few times I have biked there in the evenings, it has felt unsafe. The Pinellas Trail is dark and closed at night so I tried biking down Union St. to Alt 19 and biking to downtown Clearwater along Alt. 19/Ft.

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Comment Number	What general improvements would make it easier for you to walk or bike to the places listed above (from Table 2)?
	Harrison. The sidewalk is narrow, the lighting is low, the sidewalk is uneven, there is often broken glass, and there are so many overhanging branches/bushes it almost felt impossible. If there could be a safe and well lit way to bike to downtown Clearwater after dark, I would be thrilled. I want downtown to be successful as I absolutely love Coachman Park and The Sound. I would love to have a new way to visit the businesses and enjoy the park/concerts without having to worry about parking.
69	More bike trails would be great, especially because of all the different electric options, I get nervous seeing electric scooters riding on the roads, especially around traffic.
70	Bike lane on Edgewater drive from Sunset Point south along Ft Harrison
71	Dedicated bicycle path on Old Coachman, Montclair, Hercules, Virginia and Belcher Roads
72	Having specific biking paths only.
73	I could go down Cleveland St. to Nature's food patch, but if I am on the street I will have to move to the sidewalk for cars behind me. I am then inhibiting pedestrians on the sidewalk. If Cleveland St. from Osceola to Myrtle were just for bike and pedestrian traffic, (with parking provided behind stores for people trying to get there by car and more free parking nearby in garages like Garden St).
74	Make designated bike paths-throughout. Take all cars off Cleveland- but provide free parking that is accessible to everyone so the businesses can survive.
75	Fix damaged sidewalks, increase signage indicating cyclists sharing road, paint/repaint existing bike lane division lines.
76	Bike lanes separated from traffic. Widen the sidewalks for both pedestrians and bicycles.
77	safe bike lanes east west all the way.
78	Pedestrian focused infrastructure

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79	I'm delighted biking N & S on the Pinellas trail but would like connecting trails to bike safely East.
80	Montclair road east and west to connect Duke Energy with Pinellas trails. Also, designated bike lane on Curlew Road east and west.
81	More trails.
82	More places to cross the street
83	Protect bike lanes and crosswalks, prosecute those who block them with motor vehicles
84	Most bike trips should be focused on using the Pinellas Trail, but there needs to be improved connections into the Pinellas Trail.
85	Bike lanes. More connections to the Duke Energy Trail. My neighborhood is next to the trail but I can't access it without going all the way to 19 and turning on Northside Dr.
86	A true bike path parallel to Ft. Harrison, not just marked off lanes on the road. A bike path that runs the length of the beach.
87	More dedicated lanes, ideally separated from cars for safety, even if that means a soft barrier.
88	Fix Drew Street
89	WIDER SIDEWALKS.
90	More Trails; More Parks
91	Feeling safe on the street or sidewalk with improved infrastructure.
92	Way finding signs for both pedestrians and motorists. Clearly marked pedestrian crossing areas. Wider, safer, bike lanes that do not interfere with higher speed traffic.
93	Wider sidewalks
94	It would be great if Clearwater had more designated east-west bike lanes that are safe. Cleveland St. and Druid St. are good examples of safe east-west bike lanes. Please look into establishing safe bike lanes on Drew St.

Table 3: What general improvements would make it easier for you to walk or bike to the places listed above?

Comment Number	What general improvements would make it easier for you to walk or bike to the places listed above (from Table 2)?
	and possibly Gulf To Bay. Giving residents more multi-modal transportation options like more safe bike lanes will help reduce east-west traffic and emissions.
95	Larger paths, like the 'druid trail' make me feel more invited and prioritized
96	Dedicated bike lanes.
97	I think people should be able to initiate flashing lights at large intersections to bring more awareness when a pedestrian is crossing
98	Elevated bike paths. Let's not kid ourselves. The speed differential is maybe tolerable for a 30 MPH e-bike, but it is insane to have cyclists and old folks in electric wheelchairs on the same unprotected level as cars going 50 MPH. If you can't imagine a 9-year old cycling there, it's too close to traffic.
99	Protected bike paths to stay off the sidewalks/streets/intersections
100	Trail open 24/7. If not, smooth the sidewalks and make wider. Add bike lane on the roads but place a concrete barrier between bike lane and car lane so cars don't kill is when they are passing by speeding.
101	Druid and sunset
102	Cohesive paths that don't abruptly end or merge with multiple lanes of traffic.
103	Bike racks for once I get to my location, easier/safer ways to cross the street.
104	Protected bike lanes
105	Wider bike lanes and sidewalks and more public awareness (signs, advertisements, public service announcements) to be kind to bikers and get people to be more aware of bikers.
106	Protected bike lanes are good but just more bike lanes is needed. Close gaps in the trail network. Safe crossings of roads like N Belcher.

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Comment Number	What general improvements would make it easier for you to walk or bike to the places listed above (from Table 2)?
107	I think barriers of some sort need to be installed to provide increased safety to bike riders instead of bicyclists needing to ride on sidewalks.
108	Better crossing Myrtle on the Pinellas Trail
109	I ride downtown to work everyday. I read you were considering expanding the bike lane down Drew. It would make more sense to make it head west down Palmetto, which is the route I take as it's way less busy. I've requested CWPD to do a sting at the corner of Highland and Palmetto, and Myrtle and Seminole, as many people blow the red light in the morning between 7:30-7:45. I would like to see the area crossing Drew improved. There are 2 places people cross, at each end of the trail. I would like to see stripes painted at the North end crossing Drew. The driveways around there accumulate gravel, which is very dangerous for a bicycle. I've cleaned it up twice, filling a Clearwater garbage container almost all the way to the top. I've requested that they use a street sweeper along Drew and East on a regular basis, like they do the rest of downtown, but they don't. I propose you paint the stripes along East (between Drew and Cleveland) with the bike trail, not with the street, so we could ride in between them. Currently it is akin to the speed bumps they put before a toll booth. As a result, everyone tries to ride along the tracks where there are no stripes. The poles placed where Drew and East intersect are NOT enough of a deterrent to keep the vehicles off the trail. I've had 3 incidents encountering them. I got pics of the license plate of one of them, and called CWPD this past Sunday coming from the Sound as there were THREE vehicles ending up parking on the sidewalk after they aimed at me on the trail. I also propose you close off Cleveland between East and Garden, extending the 3 blocks which are currently closed to traffic. This would ensure that people have a safe access to downtown from the bike trail. I would like to join an advisory committee to help improve the ability to travel the city on a bicycle.
110	Wider, blocked bike lanes.

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Comment Number	What general improvements would make it easier for you to walk or bike to the places listed above (from Table 2)?
111	Physical barriers / separation from vehicles. The white stripes on the roads are ineffective at protecting from inattentive drivers. Expansion/ extension from the Pinellas trail to city-specific "hotspots." Lowering speed limits and/or reducing lane counts. Consider replicating the Cleveland street overhaul that made Natures Food Patch grocery store and other local businesses safely accessible.
112	Cycling along Gulf to Bay would be amazing, but it is so unsafe. A dedicated bike lane that is wide enough would be a good start.
113	Pedestrian overpasses over busy roads. Bike lanes with a curb or barrier separating it from the car lanes
114	Creating a path next to it
115	A large trail that runs east west like Pinellas trail, near Drew.
116	I proved crossings….signed, etc
117	Bike paths way more, in safe corridors.
118	The bike and walking paths on Cleavland could be replicated on Drew.
119	Make intersection of Sunset point and the Pinellas Trail a four-way stop. I've seen three bicyclist hit. They won't stop or press the button, leaving it on the driver who has the right away to slam their brakes on. It's a super unsafe intersection! I'm on it every single day
120	I love the new bike/walk trail from the east gateway to downtown and the wide trail over the Clearwater bridge to the beach. If we could have something like that as a continuous trail connecting to sand key, the rheam Wilson trail, the Phillies stadium, a Publix grocery store, then it would be awesome.
121	More signage and/or road markings to indicate how/where a trail is. Creating a shoulder or bike lane on Gulf to Bay.
122	Bike lanes

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Comment Number	What general improvements would make it easier for you to walk or bike to the places listed above (from Table 2)?
123	Wider sidewalks, slower cars
124	Id like to see bike racks at strategic places and near them places to check and refill air in tires. We need to create a visible culture that supports bicycles as an alternative transportation mode. Right now they are seen by most as valuable for recreation only.
125	Providing protected secure bike racks. (I do like to stay out of the elements sometimes) Reducing speed limits. (personally, I appreciate the 15 mph in the school zones) Protected bike lanes alongside sidewalks. Bike boxes at traffic signals. More "share the road" type signage on busier roads. Fewer "stroads" - https://www.strongtowns.org/journal/2013/3/4/the-stroad.html More bicycle safety programs offered to our residents. The League of American Bicyclists is an example of community building to consider the development of slowing down. https://bikeleague.org/take-action/slow-roads-save-lives/
126	More protected bicycle lanes.

Table 4: Do you not go places because you do not feel safe traveling there? Why?

Comment Number	Do you not go places because you do not feel safe traveling there? Why?
1	I dont bike when i could so i drive
2	On my bike there are alot of places i avoid going because there is no back roads to take and the main road either do not have a bike lane or the bike lane is unsafe due.
3	I can't bike from my home to downtown Clearwater because it doesn't feel safe. It feels easier and safer to bike to downtown Dunedin.

Table 4: Do you not go places because you do not feel safe traveling there? Why?

Comment Number	Do you not go places because you do not feel safe traveling there? Why?
4	I would love to support the Cleveland Street restaurants more in the evenings or after a concert or show at the Bilheimer or the Sound, but there are no safe bike routes to the area from where I live.
5	I will not drive on US 19, I feel people go to fast and worry about people walking/ riding bikes. I don't even feel safe in a car let alone walking or riding a bike.
6	Intersection of Belcher and Gulf to Bay due to overdevelopment. The US 19 underpasses which I cannot avoid. Replace the yield signs with stop signs. More signage about when to use the turn lane and when to use the underpass frontage lanes. Replace the yield signs with stop signs.
7	If I'm going by bicycle I aim for places that are not far off the Pinellas trail as don't like to be on roads - as I'm in North Clearwater it means we often end up going up to Dunedin more than Clearwater as more commerce and activities centered around the trail in that direction, although glad to be able to cycle to the Clearwater Main library mostly by trail as going by car it's always a pain to find parking! So there's always different considerations for each destination.
8	Edgewater Drive because cyclists force walkers off the path.
9	Would like more lighting on the trail at night so that it feels safe to ride at night.
10	Pinellas Trail isn't adequately lighted at sunset. AND there are too many people driving electric vehicles at high speeds.
11	Lack of sidewalks, bike lanes, call boxes.
12	Rude and aggressive drivers not paying attention
13	speeding, lack of safe drivers, not a safe sidewalk means someone might hit you.
14	Drivers do not see bikers.
15	I don't have too much to worry about
16	I am cautious and will wait or catch up to other bike riders when alone on the Pinellas trail entering Clearwater from the north. There is an area before getting to Drew where I have encountered homeless folks on & off over the years.

Table 4: Do you not go places because you do not feel safe traveling there? Why?

Comment Number	Do you not go places because you do not feel safe traveling there? Why?
17	I have too many friends that have gotten hit by drivers either walking or biking.
18	Bought a bike rack to get to parks but would rather be able to ride to parks.
19	Good police coverage in Clearwater.
20	Distracted drivers, small bike lanes
21	Cars will kill you
22	I end up having to drive to places I should be able to walk or take transit to because of the safety issues along Missouri Avenue and Fort Harrison Avenue/Clearwater Largo Road.
23	We don't go to many places in Clearwater or Clearwater Beach because of the congestion lack of parking safety
24	I bike alot of places during the week, but it is dangerous. People rarely are looking for bikes and there are roads where a biker can use the whole lane, but that is the worst places, drivers always overtake and do not do it safely.
25	Sidewalk, branches and overgrown plants blocking access on Drew Street between Highland and Duncan.
26	For us is crossing Highland, or Drew St to ride our bikes, and also sidewalks on Drew St are in very poor condition, plus you have no speed limits. I stop walking or riding my bike on Drew St from Keene Rd all the way to Myrtle Av, people drive over 45 plus miles and we have no speed controls and very narrow road. Check Drew St records and see how many fatalities we had in the last 10 years?
27	Cracks in the sidewalks cause my bike to be bumpy and hard to ride
28	Lack of buffered or safe sidewalk or bike lanes.
29	Drew Street is way too dangerous. Too many people have been killed in accidents on Drew. Our roadways seem to be set up in a way that almost encourages people to speed and drive distractedly. The patchwork of different speed limits on Drew Street is so confusing. And the sidewalks on Drew are terrible, especially with electrical poles right in the middle of the sidewalks. There is no way a person with disabilities can navigate those sidewalks. And there are sections along Drew Street where there are no sidewalks at all.

Table 4: Do you not go places because you do not feel safe traveling there? Why?

Comment Number	Do you not go places because you do not feel safe traveling there? Why?
	There also seems to be a culture in Clearwater that prioritizes motor vehicles over walkers and bikes. This creates a very dangerous situation, especially now that more people are relying more on Ebikes for recreation and commuting. I like to be active and I like to patronize local businesses, including downtown and Drew Street. But we end up going to Dunedin more often because we feel safer walking and biking there. We literally load our bikes on the car bike rack, drive to Dunedin, and ride the Pinellas Trail, instead of biking about two miles from our home to downtown Clearwater and the trail there. We then typically spend money at the businesses in Dunedin. We also load our bikes and drive to the Long Center to ride the Ream Wilson Trail to Safety Harbor and back, even though we live pretty close to Long Center. But there is no safe way for us to ride our bikes from our home to the Ream Wilson. Also, I would walk and bike to businesses on Drew Street if there was a safe way to do so. There are a lot of cool businesses on Drew, but I don't shop there as much as I would if it was safer to get to them. But I feel as though I am taking my life in my hands every time I travel on Drew, so I avoid it.
30	High traffic, distracted driving, drivers don't pay attention
31	Poor lighting, high speed traffic, unclear routes.
32	Too many roads to cross. Cars do not stop or yield even in crosswalks.
33	not really- i live in the hood, but aside from the occasional homeless people, i feel relatively safe to walk around clearwater.
34	Sometimes MLK can be unfriendly to those who are perceived as non-locals. I'll avoid riding certain sections. Or just ride really fast and avoid stopping.
35	No protected bike paths
36	There really is nothing nearby to walk to, but I find traffic on Keene quite fast
37	I tried walking to the gas station in the corner and had four cars blaze through the pedestrian walking warning light.
38	Bike lanes and the road is scary. Drivers can't stay in the own lane.

Table 4: Do you not go places because you do not feel safe traveling there? Why?

Comment Number	Do you not go places because you do not feel safe traveling there? Why?
39	Bike and walking infrastructure should not be mixed together with intersections where there are 6-8 lanes of traffic. This is insanity. Keep these things separate and help save peoples lives while also encouraging alternative transportation. Build a comprehensive path separate from driving lanes and people will use it!
40	Drivers are idiots and the bike lanes aren't protected
41	Most any destination on Gulf to Bay or along US 19 frontage roads
42	My wallet is in danger when I try to park in Clearwater.
43	I do not feel safe riding my bike on roads in Clearwater.
44	Lack of safe biking pathways.
45	It's not safe
46	Most drivers do not respect a bicyclist.
47	Bike lanes are not wide enough or protected. Car drivers are often aggressive and run lights, ignore pedestrian crossing signs.
48	There is a section of trail that runs north and south between Fort Harrison and Myrtle Ave in the downtown corridor - although well lit and indicated, getting 3-4 lanes of traffic to collectively yield/stop is often unsuccessful and non-confidence inspiring. For people that live on or near Cleveland street, navigating to the BayCare ballpark requires traversing on drew street for roughly a mile before connecting to the Duke Energy trail. That mile subjects cyclists to 45+ mph traffic.
49	Electric bikes are also an issue. There are a lot of them on the trails, they are fairly silent and come up quickly on walkers. I'm afraid I'm going to get knocked over by one very soon, however, they are an important piece of transportation for those working out at the beach because of lack of parking and traffic. We need a separate electric bike route.
50	I live off 580 and the intersections I would have to cross on such a busy road are intimidating
51	No safe way to go without cars speeding really close to you on the sidewalk.
52	Road is too wide and the speeds are too fast

Table 4: Do you not go places because you do not feel safe traveling there? Why?

Comment Number	Do you not go places because you do not feel safe traveling there? Why?
53	In a car I am generally safe. Other than when streets flood. Driving down Drew (between Belcher and Fort Harrison) is less than ideal but it does not keep me from driving
54	Not applicable
55	I'll still walk my routes, because I try to prioritize getting exercise. It would be nice to have more peace of mind while traveling, however.
56	Because riding a bike on shared roads and around heavy traffic is dangerous.
57	Dangerous intersections to get there, lack of safe pedestrian access to the shopping center
58	Unsafe left turns required. Unmarked street numbers on major roadways making it hard to find address number on a building, setbacks are not adequate at an intersection making it hard to see if there is an oncoming car, speeds are not enforced. I tend to avoid those types of situations when possible.
59	I am still new(ish) to the city and haven't explored as much as I have liked. I'm sure there are places I would feel unsafe, however, I do not ride my bike on Gulf to Bay, Drew, Keene, Cleveland, Frontage roads, or any other larger higher speed traffic roads. They all feel unsafe and I move to the sidewalk, or find other streets to go around. Even if it makes my trip longer. :-(
60	Sidewalk is decent in my neighborhood.