Connecting Clearwater

An Active Transportation Plan for the City of Clearwater

March 2026

Connecting Clearwater
Active Transportation Plan

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FDOT

SECTION 01

Executive Summary

Everybody walks and rolls in Clearwater!

As of 2025, the City of Clearwater has about **51** miles of trails and urban trails and over **26** miles of on-street bicycle lanes. This plan would add approximately **81** miles of trails and urban trails, and add or enhance approximately 18 miles of on-street bike lanes.

Connecting Clearwater, the City of Clearwater's Active Transportation Plan (ATP) is a roadmap to enhance active transportation options throughout the city. The plan was developed through the lens of three key objectives:

- **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 people outside of vehicles, 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 land 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, and manual or electric wheelchairs) to access public pedestrian walkways. All references to bicyclists also include those who use e-micromobility devices, like e-bikes and e-scooters. Golf carts and low-speed vehicles are not a part of this plan.

What is an Active Transportation Plan (ATP)?

Active transportation is human-powered transportation that engages people in physical activity while they travel from place to place. People walking, bicycling, using strollers, wheelchairs/mobility devices, micro-mobility options such as electric scooters, skateboarding, and rollerblading are all engaged in active transportation.

This plan identifies infrastructure, policies, and processes based on public and stakeholder input to develop a network of active transportation facilities that help residents, people who work in the community, and visitors, get around town and to neighboring communities through non-auto travel choices.

Process Highlights

The ATP was developed through the following process:

STEP 1

ANALYZE EXISTING CONDITIONS

The existing conditions analysis focused on evaluating the current network's access to a diversity of land uses, as well as safety and comfort for all users, including pedestrians, bicyclists, and micromobility users. Public input played a critical role, helping to identify areas where people feel safe and where barriers exist. This process also assessed how easily people can access key destinations, such as schools, parks, transit stops, and commercial areas, using non-motorized modes of travel.

STEP 2

IDENTIFY FUTURE PROJECT NEEDS AND DEVELOP A FUTURE NETWORK BASED ON THE EXISTING CONDITIONS ANALYSIS, GAPS IN THE NETWORK, POTENTIAL PROJECT OPPORTUNITIES AND FEEDBACK FROM STAKEHOLDERS

Feedback from the Technical Advisory Committee (TAC), Stakeholder Committee and the public helped guide the development of a draft Active Transportation Network, which was then further refined based on public feedback. See Section 2 for more information.

STEP 3

APPLY PRIORITIZATION CRITERIA TO CREATE A RANKED NEEDS LIST

The final list of projects was then prioritized using a set of criteria developed in collaboration with the TAC, Stakeholder Committee, and confirmed by the public. Each project was scored based **safety (30%), accessibility and connectivity (20%), stress/comfort (20%), ease of implementation (20%) and demographic factors (10%)**, ensuring that limited resources are directed toward projects with the greatest impact on the community. See Section 4 for more information.

STEP 4

DEVELOP CONCEPT PLANS FOR TOP RATED PROJECTS ALONG WITH POLICY AND STRATEGY RECOMMENDATIONS

For a set of top projects, concept plans were developed to refine high-level project ideas such that a planning level cost estimate could be developed, barriers could be identified, and next steps towards implementation documented. An implementation strategy is also provided. See Section 3 for Policy Guidance and Section 5 for the Implementation Plan. Section 6 provides Concept Plan information.

Policy Goal Highlights

Relevant policies from the city were reviewed to identify potential barriers to ATP implementation and identify policy guidance that could be incorporated into future plans, including new policy language around the following topics:

1 LAND DEVELOPMENT CODE
Identify zoning/ design barriers.

2 PARKING REGULATIONS
Update vehicle and bike parking standards.

3 ADA COMPLIANCE
Strengthen accessibility requirements.

4 MICROMOBILITY REGULATIONS
Support safe, integrated device use.

5 BICYCLE FACILITY SELECTION
Align with best-practice infrastructure guidance.

ATP Network Highlights

Based on technical analysis and feedback from TAC, Stakeholders and the public, a final list of ATP Projects was developed, which includes:

79 CORRIDOR PROJECTS

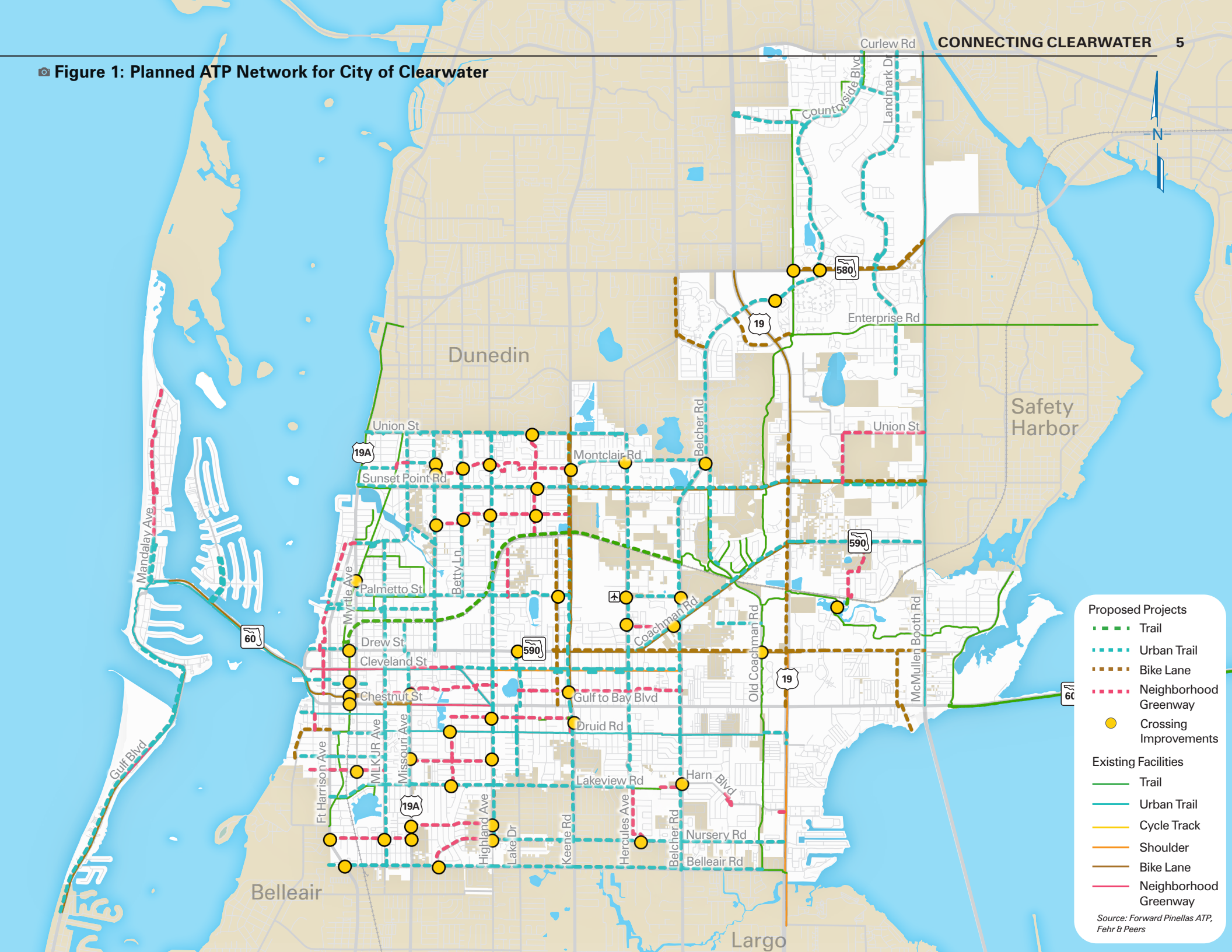
49 INTERSECTION PROJECTS

Sidewalk gap closures were also identified. The network is shown in **Figure 1**, which includes the following types of projects shown to the right (facility type definitions are provided in Section 2). Sidewalk gap closures were identified separately and are not shown on the map.

Types of facilities proposed for City of Clearwater are:

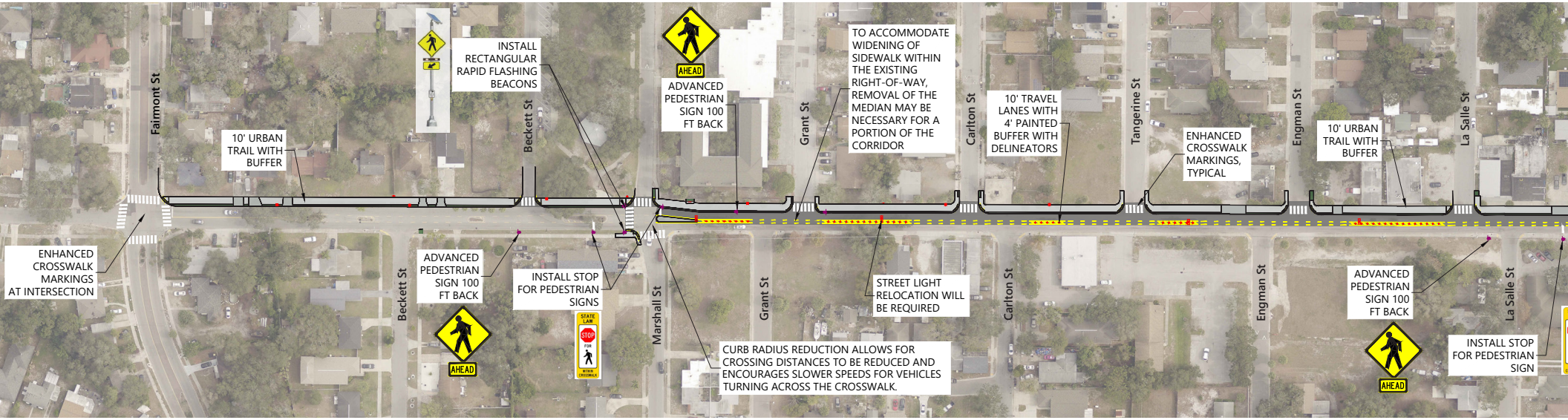
- RECREATIONAL TRAILS
- URBAN TRAILS
- BIKE LANES
- NEIGHBORHOOD GREENWAYS
- CROSSING IMPROVEMENTS

Figure 1: Planned ATP Network for City of Clearwater



Concept Plans

High level concept plans were prepared for 10 projects, including a detailed project description, key features, planning level cost estimates, and identification of next steps, which includes more focused community engagement and corridor specific engineering assessments. An example concept plan is shown below.



EXAMPLE CONCEPT

Martin Luther King, Jr. Avenue: Fairmont Street to Maple Street

PRIORITIZATION SCORE	87.76
PROJECT LENGTH	0.75 Miles
PLANNING LEVEL COST ESTIMATE	$8,221,000

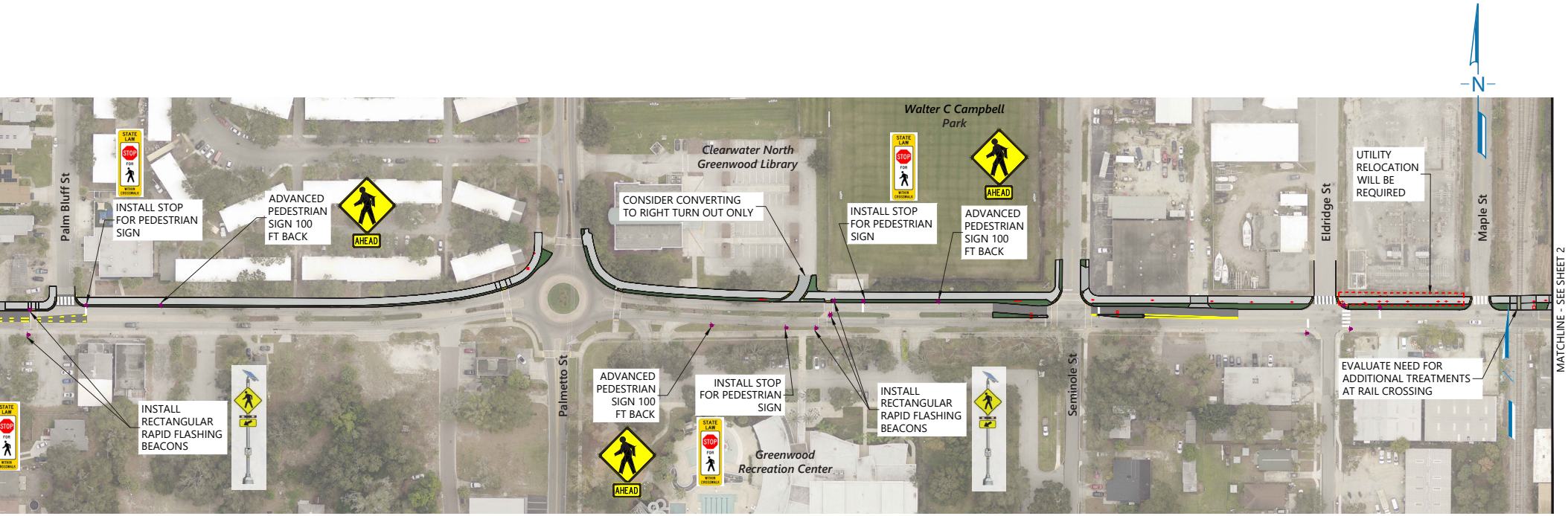
BRIEF PROJECT DESCRIPTION

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

KEY PROJECT FEATURES

Project includes constructing an urban trail on at least one side of the street, with a landscape buffer between the sidewalk and vehicular travel way where right-of-way permits. High visibility crosswalks would also be provided at intersections along the corridor. In several areas there are buildings up to the existing back of sidewalk. To widen the sidewalk, it would be necessary to remove the center lane to widen the sidewalk towards the street. In doing so, this could create opportunities to provide several chicanes along the corridor, which have a proven speed management effect. Wayfinding to key destinations should be incorporated into the final design and coordinated at a city-wide level to ensure consistency in design and spacing.

This corridor also connects to Palmetto Street, where an urban trail has also been identified.



POTENTIAL CONFLICTS

The right-of-way is constrained, and while the concept includes strategies to minimize the need to acquire right-of-way, an updated survey and detailed engineering would be required to determine if right-of-way is required. Where there is insufficient right-of-way to construct an urban trail, opportunities to provide shared lane markings and additional traffic calming along the corridor could be explored as part of a corridor planning process.

There are also utilities along the corridor that may need to be relocated or potentially undergrounded as part of a separate project.

COMMUNITY PARTNERS

There are numerous bus stops along the corridor and coordination with PSTA is recommended to determine if there are opportunities to relocate bus stops to better serve the corridor, and incorporate enhanced transit amenities, including bus shelters.

NEXT STEPS

The segment of the project between Fairmont Street and Maple Street is located within the North Greenwood Community Redevelopment Area (CRA) and there may be opportunities to implement through CRA planning and funding efforts. There could also be an opportunity for the CRA to upgrade lighting and streetscaping along the corridor.

Example Concepts Continued in Section 6

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SECTION 02

Network Development

This section summarizes the assessment of existing bicycle and pedestrian facilities in the city that helped inform the development of the ATP Network. More details can be found in the Technical Appendix, provided under separate cover.

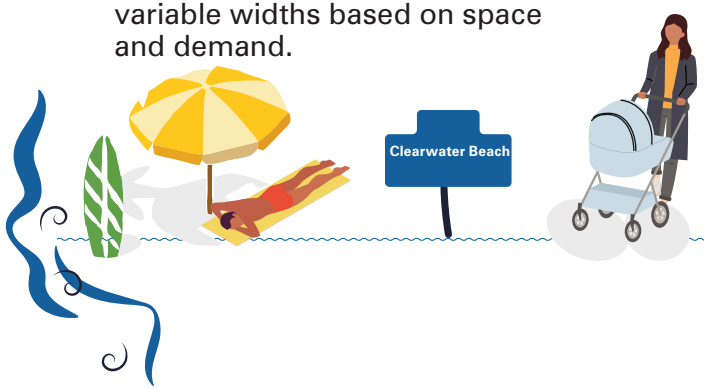
Facility Types

There is a wide variety of pedestrian and bicycle infrastructure in the city and surrounding region, including on-street bike lanes, paved shoulders, sidewalks, off-street trails, and urban trails/side paths. These facilities are identified in this Plan, with images and descriptions provided for each facility type. The descriptions are built on the facility type definitions provided by the Federal Highway Administration (FHWA) and the Florida Department of Transportation (FDOT) to reflect the local context and existing built environment. For the facility types noted below, **Figure 2** shows images of existing facilities and **Figure 3** depicts the typical cross section.

Figure 2: Bicycle Facility Types

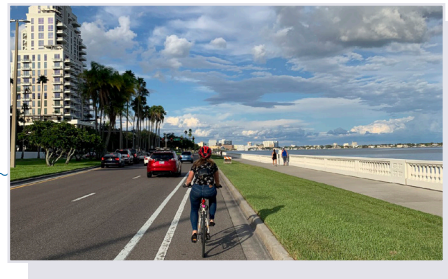
TRAILS

Separated multi-use paths with variable widths based on space and demand.



URBAN TRAILS

Landscaped buffered 8 to 10 foot shared-use paths in urban settings.



BUFFERED BIKE LANES

Use painted buffers or low-profile barriers to create added space between cyclists and vehicles.

TWO-WAY CYCLE TRACKS

Exclusive on-street bicycle facilities that accommodate two-way travel.

SEPARATED BIKE LANE

Are physically distinct from both vehicle lanes and pedestrian spaces.

The Plan also identifies locations for enhanced crossing treatments, such as high visibility crosswalks, rectangular rapid flashing beacons, and/or pedestrian hybrid beacons. Potential treatment countermeasures are summarized in Chapter 6, starting on page 72.

BIKE LANES

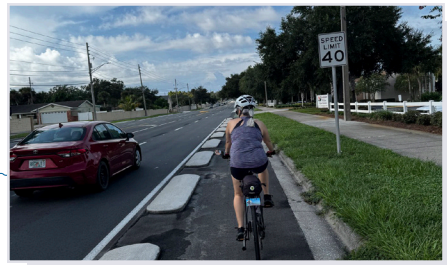
Designated on-road bike spaces typically 4 to 7 feet wide.

PAVED SHOULDERS

Minimum 4-foot space that can be used by bicyclists.

SHARED LANE MARKINGS

Markings showing where cyclists ride in mixed traffic.

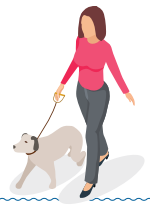


PROTECTED BIKE LANE

Use physical barriers to separate bicyclists from traffic.

CROSSWALKS

Marked or unmarked legal pedestrian crossing areas.



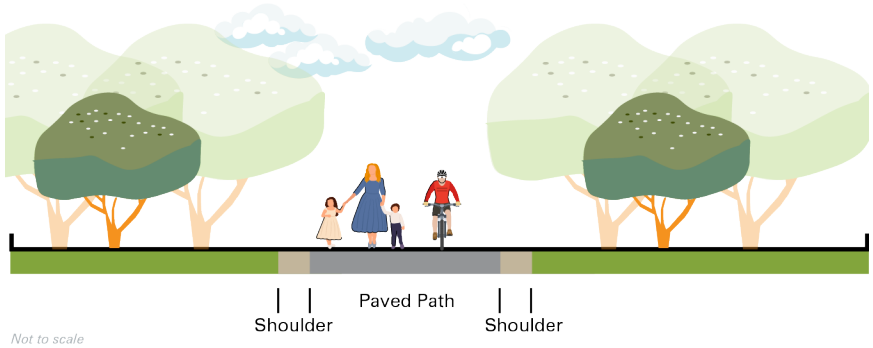
SIDEWALKS

Paved paths, typically recommended as 6 feet wide, however majority of city's sidewalks are 4 or 5 feet wide.

Figure 3: Typical Crossection of Bicycle Facility Types

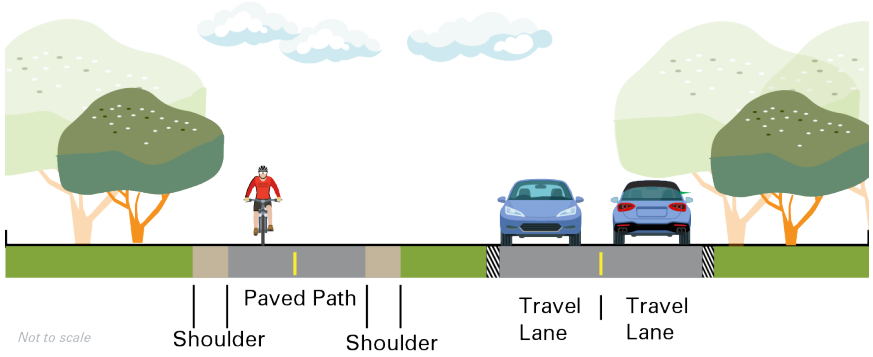
TRAILS (OFF-STREET)

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; the trail width 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. 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. These facilities may be closed from sunset to sunrise, limiting their use for transportation at all times of day.



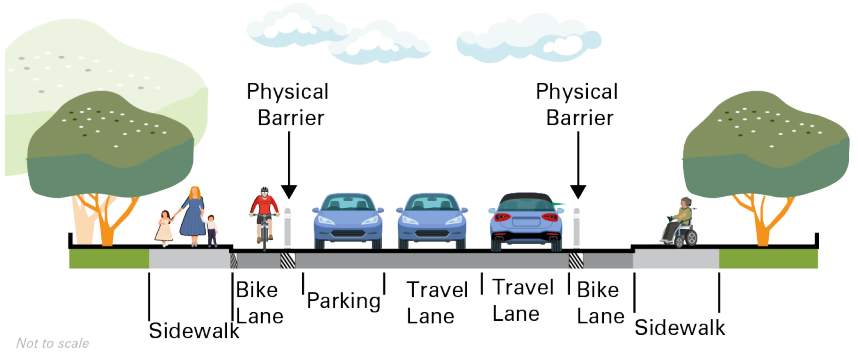
URBAN TRAILS

Are facilities that are separated from, but adjacent and parallel to, 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. Urban trails are also known as Shared Use Paths (SUPs).



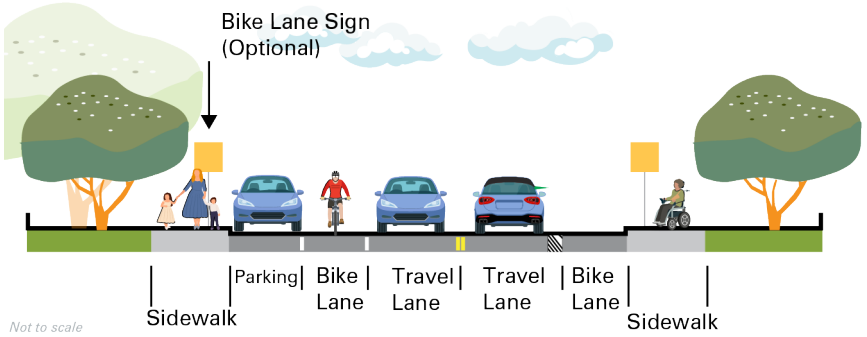
SEPARATED BIKE FACILITIES

Are an exclusive bicycle facility physically separated from the roadway and distinct from the sidewalk. Separated bicycle facilities can be one-way or two-way, and may be at street level, sidewalk level, or in between. Also known as cycle tracks, 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 two-way cycle track.



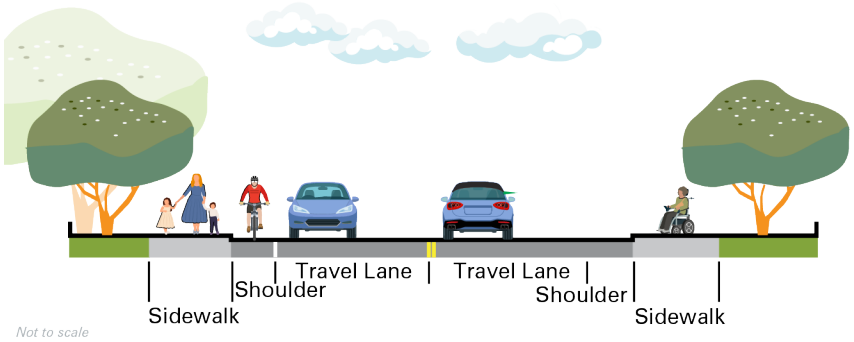
BIKE LANES

Are an exclusive bicycle facility within a road and distinct from the sidewalk, with a minimum width of 5 feet. There are different types of on-street bike lanes, such a wide bike lane that includes a painted buffer, but no physical elements (these are typically 7 feet, including a 2-foot buffer), to better separate the biking area and vehicular area. A protected bike lane is physically separated from vehicular travel lanes with a vertical barrier and is distinct from the sidewalk (these are typically at least 7 feet, including 2 feet for the protected element). Drew Streets is an example of a street with a bike lane.



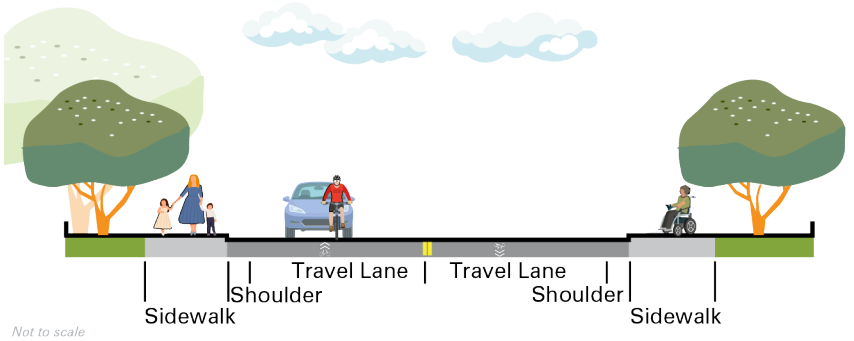
PAVED SHOULDERS

Paved shoulders are wide (3 feet or greater) shoulders on the edge of a roadway that can be used by cyclists. Paved shoulders are typically provided as bicycle facilities in rural contexts or where there is limited right-of-way.



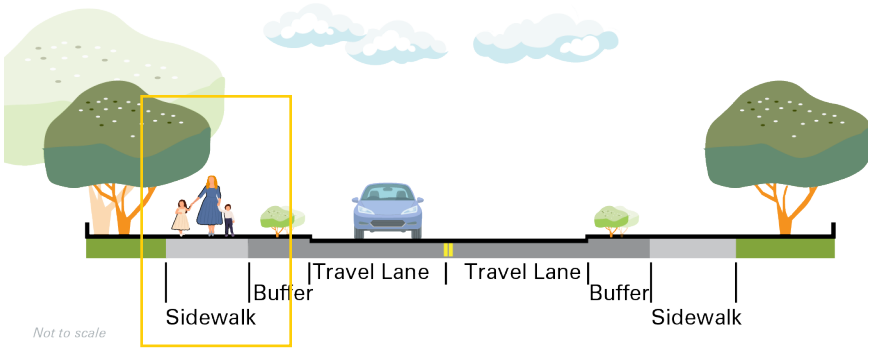
NEIGHBORHOOD GREENWAYS (SHARED LANE MARKINGS/ SHARROWS)

Neighborhood greenways are low-traffic and low-speed streets where priority is provided to people walking, bicycling, and rolling.



SIDEWALKS

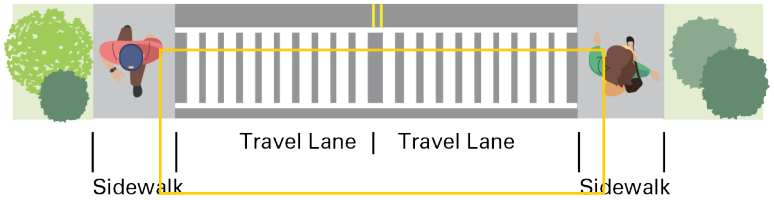
Sidewalks are physically separated from the roadway and primarily designed for pedestrian use, although bicyclists are also permitted to use them. The recommended minimum sidewalk width is 6 feet; however, city code currently allows 4-foot sidewalks in some instances. Older sidewalks or sidewalks in constrained areas may be narrower.



Not to scale

CROSSWALKS

Are extensions of sidewalks as a desire line across the road at an intersection or midblock location. Desire lines represent where people might want to cross the roadway, like from a bus stop on one side of the street to a land use on the other side of the street. A marked crosswalk has visible paint on the road, while an unmarked crosswalk is an imaginary line at an intersection where a sidewalk ends on one side and continues on the other. Both are legal crosswalks, and drivers are required to yield to pedestrians in either type, but the responsibilities for pedestrians and drivers vary by location. Marked crosswalks are often installed to guide pedestrians to a specific crossing location and may also feature other enhancements to improve visibility and awareness of people crossing the street.



Not to scale

Source: Fehr & Peers, 2025.

Existing Active Transportation Facilities

The existing conditions assessment started with documenting the extent of existing bicycle and pedestrian facilities within the city, as well as already planned active transportation facilities. Additional information is provided in the Technical Appendix, which provides details about the lane miles of pedestrian and bicycle facility types throughout the city, and the extent of the existing trail system.

37

MILES OF OFF-STREET TRAILS

26

MILES OF ON-STREET BIKE FACILITIES WHICH INCLUDES

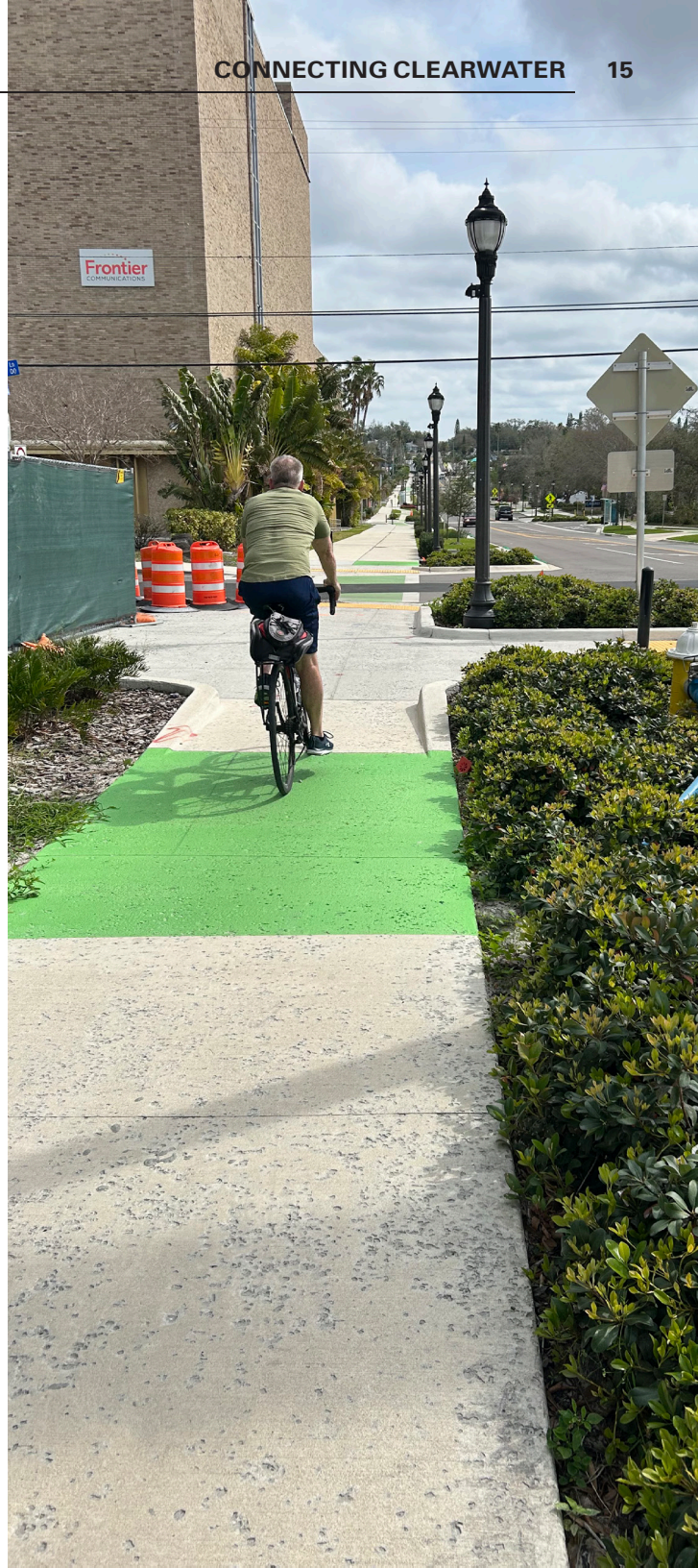
14

MILES OF URBAN TRAILS

18*

MILES OF ON-STREET BIKE LANES
* 0.6 is cycle track.

Sidewalks are present on most major roads throughout the city, with sidewalk gaps most prevalent on local residential streets, as well as some major arterial and collector roads. Most bike lanes are on streets with a posted speed limit of 40 mph.



People walking and biking are disproportionately involved in over 40% of fatal crashes

Transportation Safety

Safety was identified as a major concern throughout the public engagement process. A crash analysis was conducted as part of the existing conditions assessment based on reported crash data for Clearwater between 2019 and 2024, with a summary presented in **Table 1**.

The data shows that people walking and bicycling are disproportionally involved in crashes that result in a fatality or severe injury, as compared to motor vehicle crashes. The term KSI is used to identify crashes where someone was Killed or Severely Injured (KSI).

For example, people walking and biking are involved in less than **5%** of all crashes, but **23%** of crashes that result in a serious injury and over **40%** of crashes that result in a fatality, while motor vehicles only are involved **93.6%** of all crashes, but only **61.4%** of those result in a severe injury or fatality.

2.7% ALL CRASHES

16% KSI CRASHES

94% ALL CRASHES

61% KSI CRASHES

A more detailed crash analysis, including a High Injury Network (HIN) is provided in the Technical Appendix. This information was used to help identify projects and in the project prioritization process.

TABLE 1: CRASH SUMMARY BY MODE (ALL ROADS – 2019 TO 2024)

MODE	NO INJURY	INJURY	SERIOUS INJURY	FATALITY	TOTAL	% OF ALL CRASHES	% OF KSI CRASHES	% OF CRASHES RESULTING IN KSI
BICYCLISTS	111	236	49	4	400	1.9%	8.7%	13.3%
PEDESTRIANS	135	334	73	25	567	2.7%	16%	17.3%
MOTORCYCLE	118	185	64	21	388	1.8%	13.9%	21.9%
MOTOR VEHICLE	16,432	3,078	356	20	19,886	93.6%	61.4%	1.9%
TOTAL	16,796	3,833	542	70	21,241			

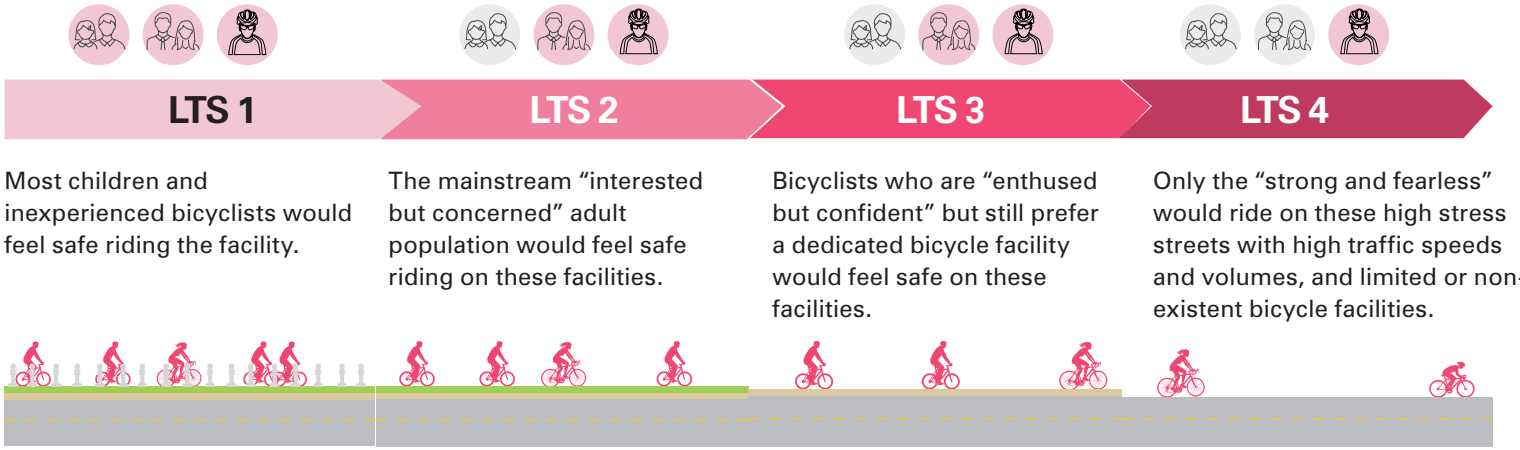
Source: CDMS; Fehr & Peers, 2025.

Level of Traffic Stress / Pedestrian Level of Comfort

A Level of Traffic Stress (LTS) analysis was conducted to evaluate the comfort of walking and biking along Clearwater's roadways and to identify where new or improved facilities could encourage active transportation. While LTS helps assess comfort levels, factors such as land use patterns and area demographics are stronger indicators of walking and biking activity. Generally, areas with higher density and limited vehicle access see more walking and bicycling, whereas lower-density areas tend to have more recreational use. **Figure 4** and **Figure 5** provide visual depictions of BLTS/PLTS ratings.

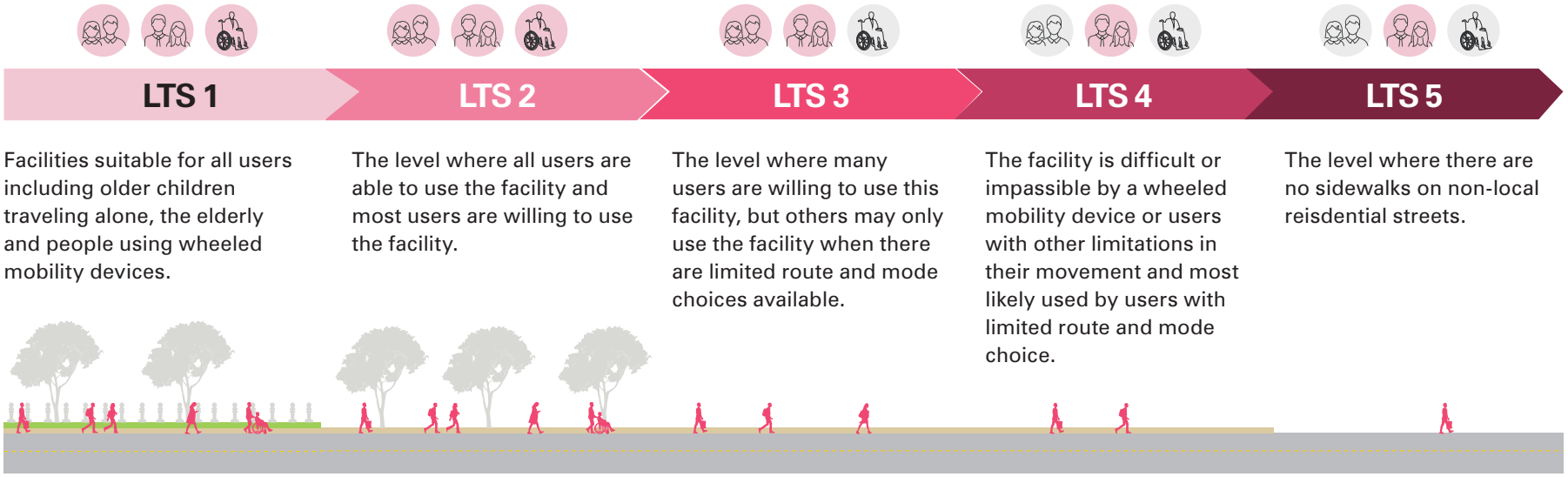
FDOT published an updated Multimodal Quality/Level of Service Handbook in January 2023. The handbook's includes flowcharts that were used to guide the BLTS and PLTS methodologies. The FDOT methodology was used as a starting point for the PLTS but was modified to provide an approach that can be conducted at a city level based on available data and existing conditions.

Figure 4: Visual Representation of Bicycle Level of Traffic Stress



Source: Fehr & Peers, 2025.

Figure 5: Visual Representation of Pedestrian Level of Comfort



Source: Fehr & Peers, 2025.

BLTS was analyzed based on type of bicycle facility present, number of vehicular travel lanes, speed limit of roadways and traffic volumes on the roadways. PLTS was analyzed based on type of pedestrian facility present, distance between pedestrian facility and vehicular travel lane, number of vehicular travel lanes, speed limit of roadways and traffic volumes on the roadways.

Results of existing conditions of BLTS and PLTS are summarized in **Table 2** and **Table 3** with additional details about the calculation methods provided in the Technical Appendix.

TABLE 2: EXISTING BICYCLE LTS SCORE BY BICYCLE FACILITY TYPE (IN MILES OF FACILITY)

BLTS SCORE	TRAILS	URBAN TRAILS	ON STREET FACILITY	NO BICYCLE FACILITY	TOTAL FACILITY	PERCENT OF FACILITIES
1	37.4	14.2	1.8	0.0	53.4	10%
2	0.0	0.0	0.0	365.8	365.8	66%
3	0.0	0.0	8.9	65.4	74.3	13%
4	0.0	0.0	15.2	47.3	62.5	12%
Total	37.4	14.2	25.9	478.5	556.0	100%

Source: Fehr & Peers, 2025.

TABLE 3: EXISTING PEDESTRIAN LTS SCORE BY PEDESTRIAN FACILITY TYPE (IN MILES OF FACILITY)

PLTS SCORE	TRAILS	URBAN TRAILS	SIDEWALKS ON BOTH SIDE	SIDEWALK ON ONE SIDE	NO SIDEWALK	TOTAL	PERCENT OF FACILITIES
1	37.4	14.2	17.7	8.2	0.0	77.5	14%
2	0.0	0.0	173.4	58.9	0.0	232.3	42%
3	0.0	0.0	34.6	8.2	146.1	188.9	34%
4	0.0	0.0	3.1	2.5	25.4	31.0	6%
5	0.0	0.0	0.0	0.0	26.1	26.1	5%
Total	37.4	14.2	228.8	77.8	197.6	555.8	100%

Source: Fehr & Peers, 2025.

Note: Totals in tables 2 and 3 do not match due to rounding within individual categories.

While many roads in Clearwater offer relatively low-stress conditions for bicycling, these are primarily found on local residential streets that face barriers where they intersect with collector and arterial roads, as shown in **Figure 6**.

To improve connectivity between neighborhoods and key destinations, opportunities exist to introduce new marked and controlled crossings at high-stress locations and enhance existing ones.

For pedestrians, approximately **56%** of facilities are rated as low stress (PLTS 1 or 2), as shown in **Figure 7**.

Figure 6: Existing Bicycle Level of Traffic Stress

75% of streets in Clearwater offer a low stress experience for bicyclists, and are primarily local residential streets (BLTS 1 and 2).

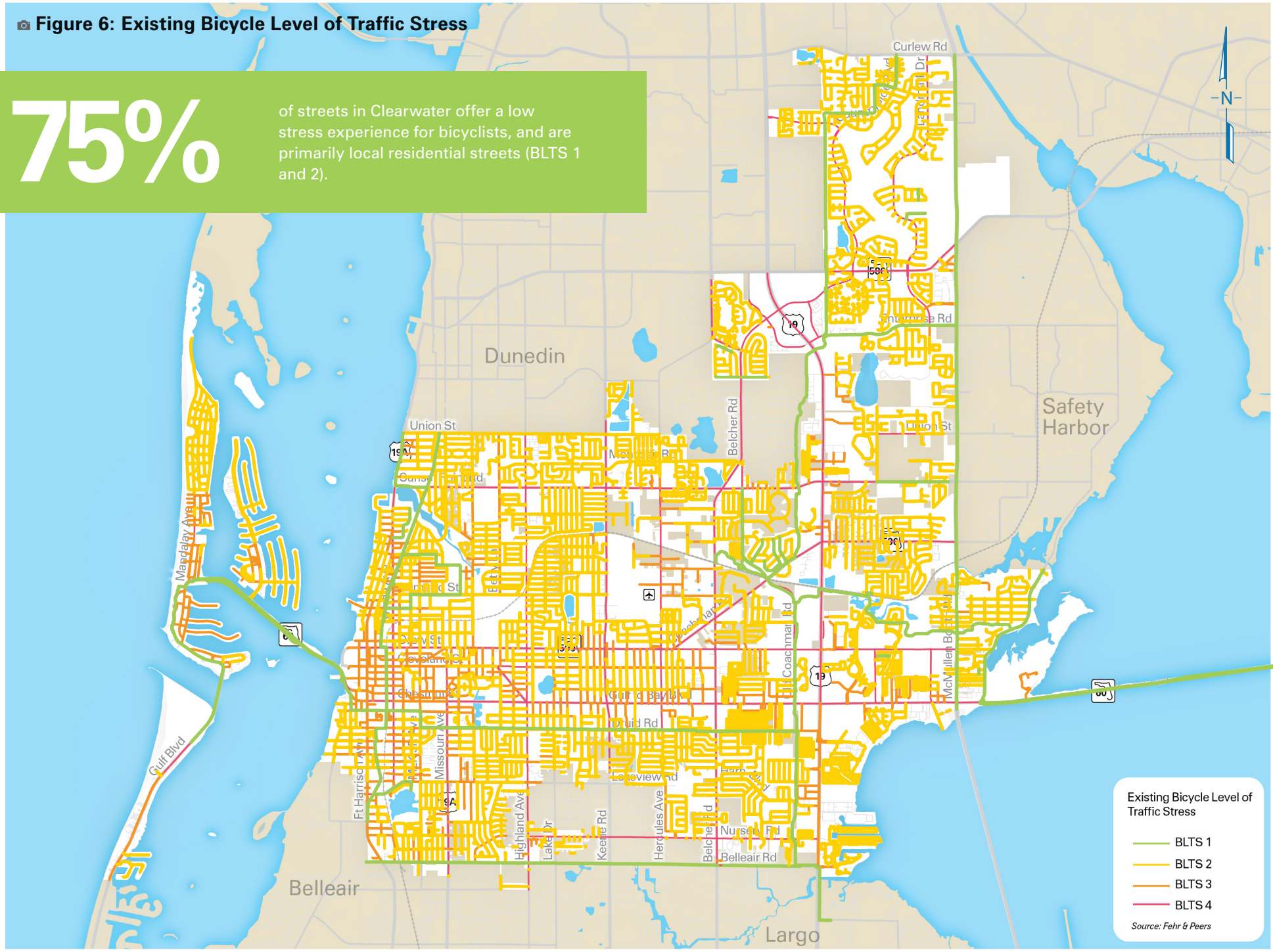
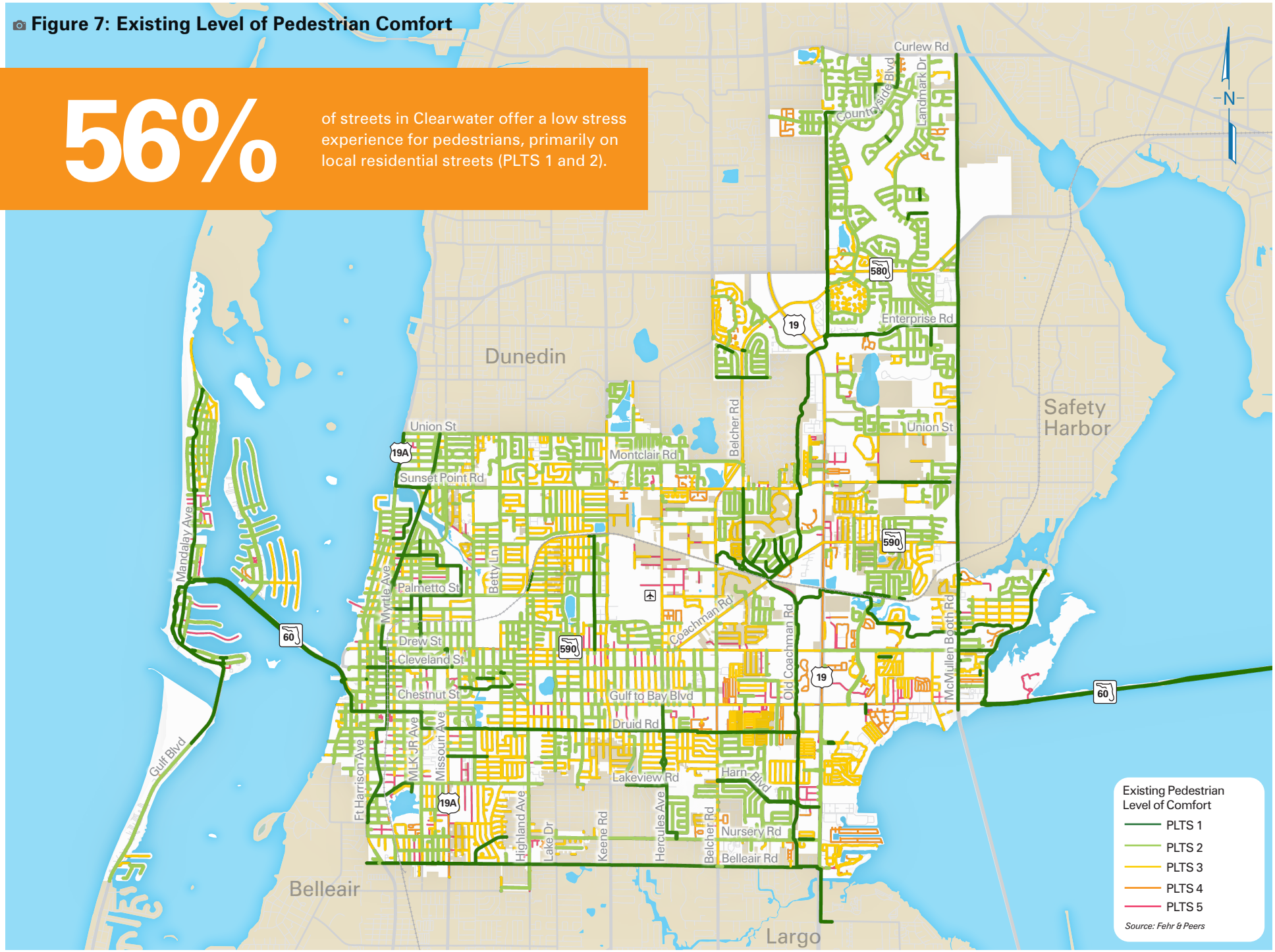


Figure 7: Existing Level of Pedestrian Comfort

56% of streets in Clearwater offer a low stress experience for pedestrians, primarily on local residential streets (PLTS 1 and 2).



Accessibility and Comfort 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. This analysis is referred to as an accessibility analysis. While this analysis seeks to understand how accessible different destinations are, it does not measure Americans with Disability Act (ADA) accessibility. The following points of interest (POI) were included in the analysis:

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

The accessibility analysis consists of three primary components.

TRAVEL ACCESS
The number of destinations a person can get to within a certain amount of time.

MOBILITY
How far a person can travel in a specific amount of time by each mode of travel.

ACCESSIBILITY
A combination of access and mobility determining the number and type of destinations available by time and mode of travel.

For each destination type, the travel shed, or the areas that could be reached within **1-5 minutes, 6-15 minutes, and 16-30 minutes**, based on a **walking speed of 3 mph** and a **biking speed of 7 mph**, were assessed.

It was assumed that no walking trips were able to pass without a sidewalk on collector or arterial roads. The results were then summed across all key destinations within that travel shed. The accessibility rating is then a combination of access and mobility. The higher the total accessibility score, the higher the level of access via bicycling and walking.

These results were then combined with the level of traffic stress and pedestrian level of comfort analysis. 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).

This analysis was used to help identify projects, as well as in the project prioritization process. Additional details and maps can be found in the Technical Appendix.

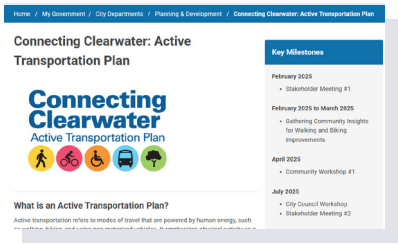
Network Development

A data driven approach was taken to identify potential facilities to include in the Active Transportation Plan, including:

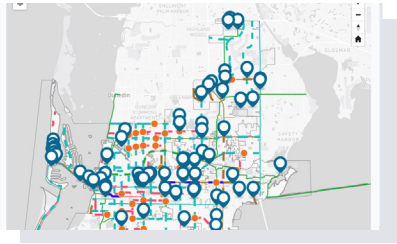
1. Existing bicycling and walking network
2. Level of Traffic Stress (LTS) for pedestrians and bicyclists
3. High Injury Network (HIN)
4. Posted speed limit
5. Land use accessibility
6. Number of travel lanes
7. Roadway volumes
8. Roadways with a posted speed limit greater than 35 miles per hour and LTS of 3 or 4
9. Feedback from the community
10. Already planned projects

Summary of Public Engagement

Feedback from a variety of stakeholders was obtained throughout the development of the ATP project list, targeting different groups that have interest and insight into the plan development components. Different tactics were used to provide project visibility, including development of a project website, project information distributed at libraries and recreation centers, social media promotions, on-line feedback and surveys, a community workshop, and presentations to the Community Neighborhoods Coalition. An example of the project flyer is shown in **Figure 8**.



PROJECT WEBSITE



ON-LINE FEEDBACK

POP-UP EVENTS

YARD SIGNS

COMMUNITY WORKSHOPS

SOCIAL MEDIA POSTS

The Technical Appendix provides summaries of the various engagement activities, including copies of the presentations and meeting minutes.

Figure 8: Project Flyer for Clearwater ATP

Technical Advisory Committee (TAC)

A Technical Advisory Committee was established at the outset of the project consisting of staff from many departments in the city, including Parks & Recreation, Transportation Engineering, Solid Waste, Neighborhood Services, Police, Planning and Development, Fire & EMC, Community Redevelopment, and Economic Development & Housing.

This group met formally **five times** throughout the development of the plan, and one time informally to conduct a dashboard assessment of potential projects to include in the plan. Each meeting was centered around a different topic to gain perspectives from other city departments that might be tasked with implementing elements of the plan. The TAC also reviewed the draft plan as it was being prepared.

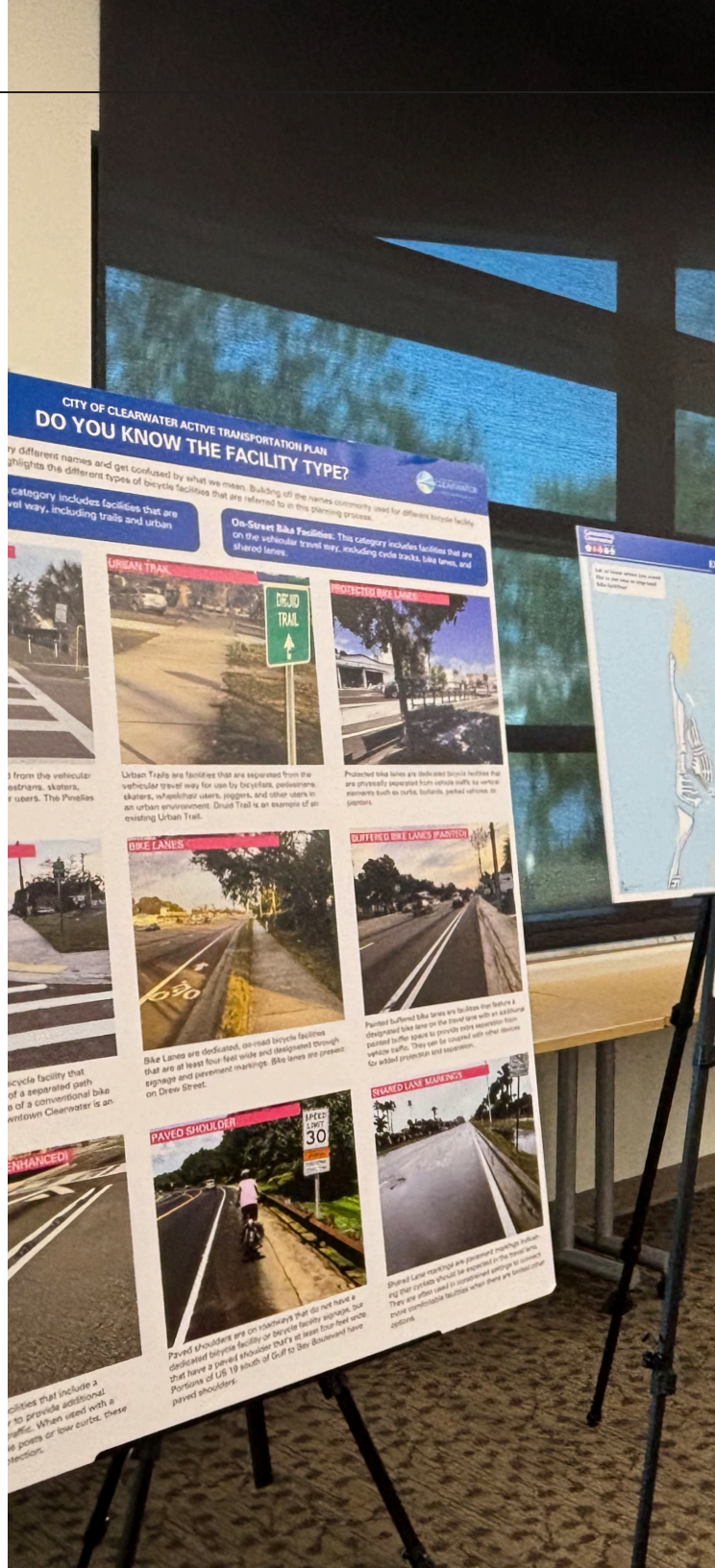
Stakeholder Committee

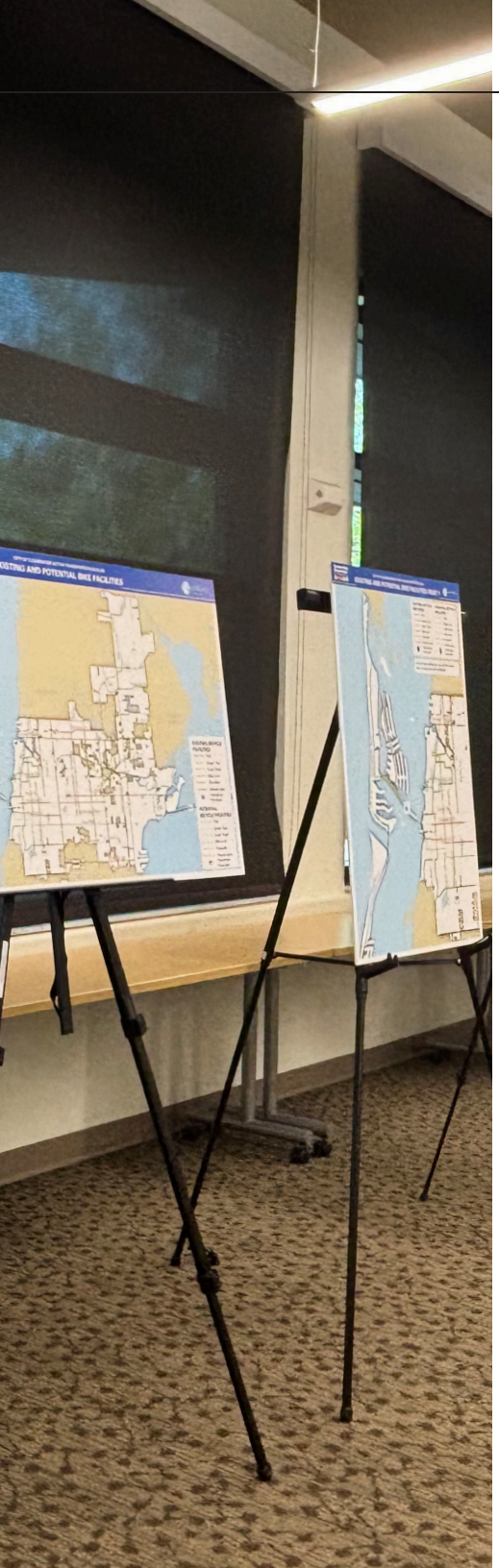
A Stakeholder Committee was also established to gather feedback from key stakeholders in the community, including county staff, bicycle advocates, disability community, Clearwater Neighborhood Coalition members, and other community representatives. This group met **three times** throughout the course of plan development.

Meeting 1 – February 6, 2025: The first meeting provided an overview of the project with discussion about key goals, analysis tasks and schedule.

Meeting 2 – July 29, 2025: This mid-point check-in meeting provided an overview of the existing conditions analysis, feedback that had been received from the public during the initial engagement phase and from the City Council at the mid-project update, with an initial framework network shared for preliminary thoughts and feedback.

Meeting 3 – October 30, 2025: The draft final network and project prioritization was shared, along with concept plans in development for final feedback before preparation of the plan. A draft copy of the proposed priority project list and initial concept plans were sent to the stakeholders for their review.





Feedback from the public was solicited at several points throughout the project, including two rounds of online engagement, an in-person workshop (held on April 10, 2025), and City Council presentations. During the overall development of the project, over 750 people participated either through in-person or on-line venues. The city also maintained a project website.

ROUND 1 ENGAGEMENT

Key findings from the first round of engagement that generally occurred between January 20 and April 18, 2025, include:

600/420

ENGAGEMENT WEBSITE

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.

18

IN-PERSON ATTENDANCE

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.

53%

DID NOT WALK

Of outreach respondents, 53% choose not to walk or bike places because they do not feel safe.

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

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 connected 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.

ROUND 2 ENGAGEMENT

The second round of engagement occurred between September 8 and October 13, 2025. In addition to handing out flyers at events around town and promotion through the city's social media account, yard signs were placed at 50 locations throughout the city, including along trails, recreation centers, schools, and key crossing locations to provide additional project visibility, with the yard sign shown in **Figure 9**.

Key findings include:

410/304

ENGAGEMENT WEBSITE

The engagement website was visited approximately 410 times by 304 unique visitors. While not each visitor to the site provided feedback, 120 comments were made by 66 unique visitors, with 49 people completing the survey and 71 people providing mapped comments on the draft network.

NETWORK

PROPOSED ATP NETWORK

Most people agreed that the proposed Active Transportation Network connected them to the places that they travel to the most (like work, school, parks, transit stops or shopping areas), with some suggesting additional projects and refinements to proposed projects.

Most people agreed with the proposed project prioritization criteria and the relative importance of each criteria.

11

NEW PROJECTS

Based on the feedback from the community, an additional 11 projects were added to the plan, along with refinements to 14 projects that had been identified as part of the draft network.

COUNCIL PRESENTATIONS

A mid-point status presentation was delivered to City Council in July 2025 to provide an overview of the existing conditions analysis, share feedback received from the community, and outline the project development process. Feedback from Council was used to refine the project development and project prioritization approach.

Figure 9: Yard Signs Used for Engagement

ATP Network

The ATP network is centered around increasing **user comfort** and **safety** regardless of age or ability and by extension, increase facility use and mobility choice. It was developed considering the community's preferred facility types (see engagement summary #1) and the areas identified for improvement through map-based feedback. The overall process also included a review of previously planned active transportation projects, as well as conversations with key implementation partners, including Pinellas County, Forward Pinellas, City of Dunedin, and the Florida Department of Transportation (FDOT).

Based on the analysis, public and agency feedback, **79 corridor** projects and **49 intersection treatment** projects were identified; some projects build on previously planned efforts, while some are new projects. As shown in **Table 4**, implementation of the plan would result in **4 miles of new off-street trails, 77 miles of urban trail facilities, 18 miles of new or upgraded on-street bike lanes and 21 miles of new neighborhood greenways.** A map of the existing system is shown in **Figure 10**, with **Figure 11** showing the overall future network with both existing and planned facilities. Detailed maps for the western, central and eastern parts of the city shown in **Figure 12**, **Figure 13**, and **Figure 14**, respectively.

4

MILES OF OFF-STREET TRAILS

77

MILES OF URBAN TRAILS

10

MILES OF ENHANCED BIKE LANES

8

MILES OF BIKE LANES

21

MILES OF NEIGHBORHOOD GREENWAYS

TABLE 4: SUMMARY OF FACILITY TYPE BY MILE

FACILITY TYPE	EXISTING	PLANNED	TOTAL
Trails	37.4	4.0	41.4
Urban Trail	14.2	76.5	90.7
Bike Lanes	18.2*	8.3	26.5
Neighborhood Greenways**	-	21.3	21.3
TOTAL	**69.8**	**110.1**	**179.8**

*Notes: Of the existing on-street bike lanes, 10 miles would be upgraded to provide an enhancement. 0.6 miles of cycle track added to existing bike lane
Source: Fehr & Peers, 2025

***Note: Some streets have existing shared lane markings, such as Woodlawn Street, but there is not a complete database of all shared lane markings within the city.*

Figure 10: Existing Active Transportation Network (Citywide)

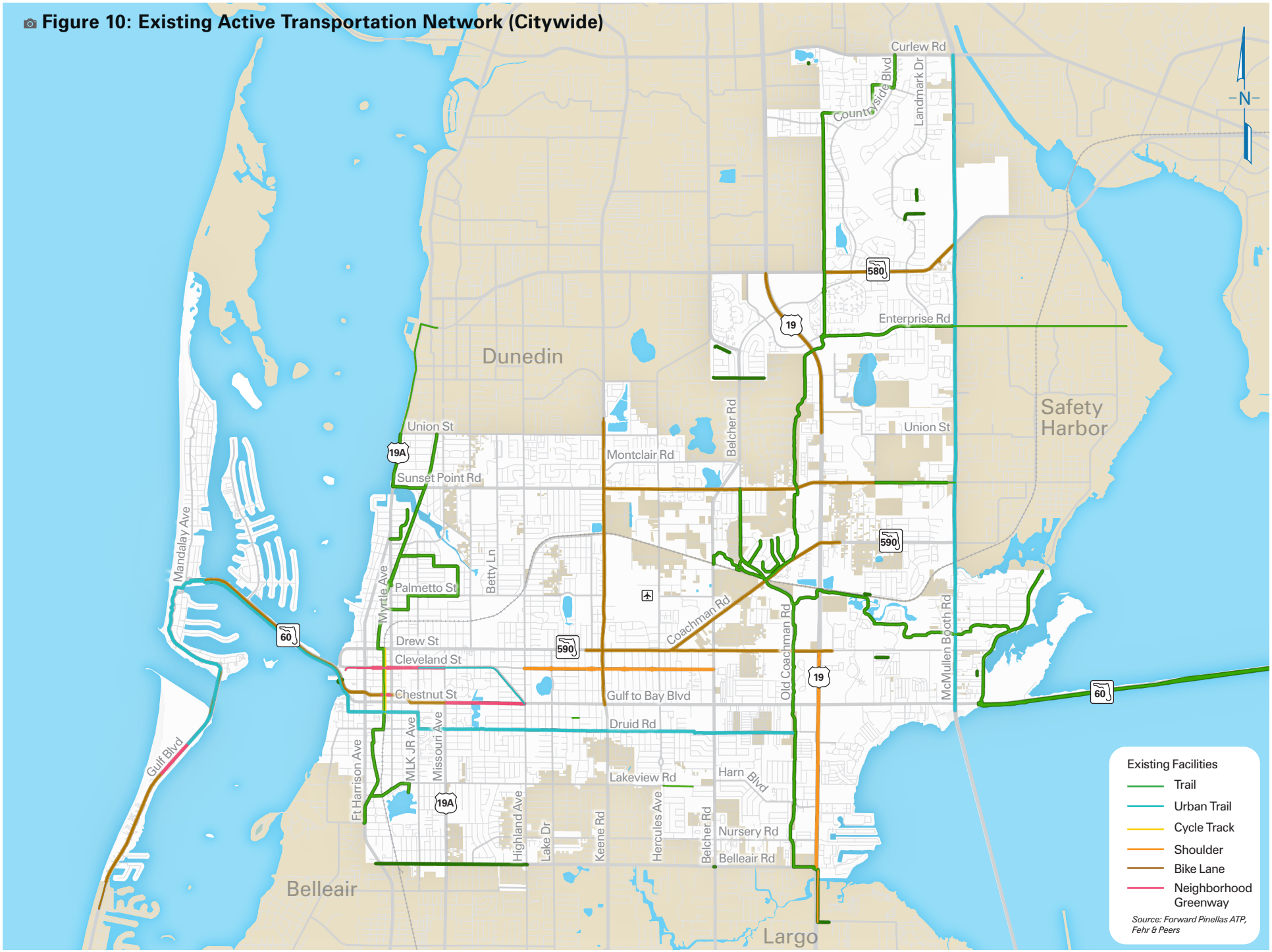


Figure 11: Future Active Transportation Network (Citywide)

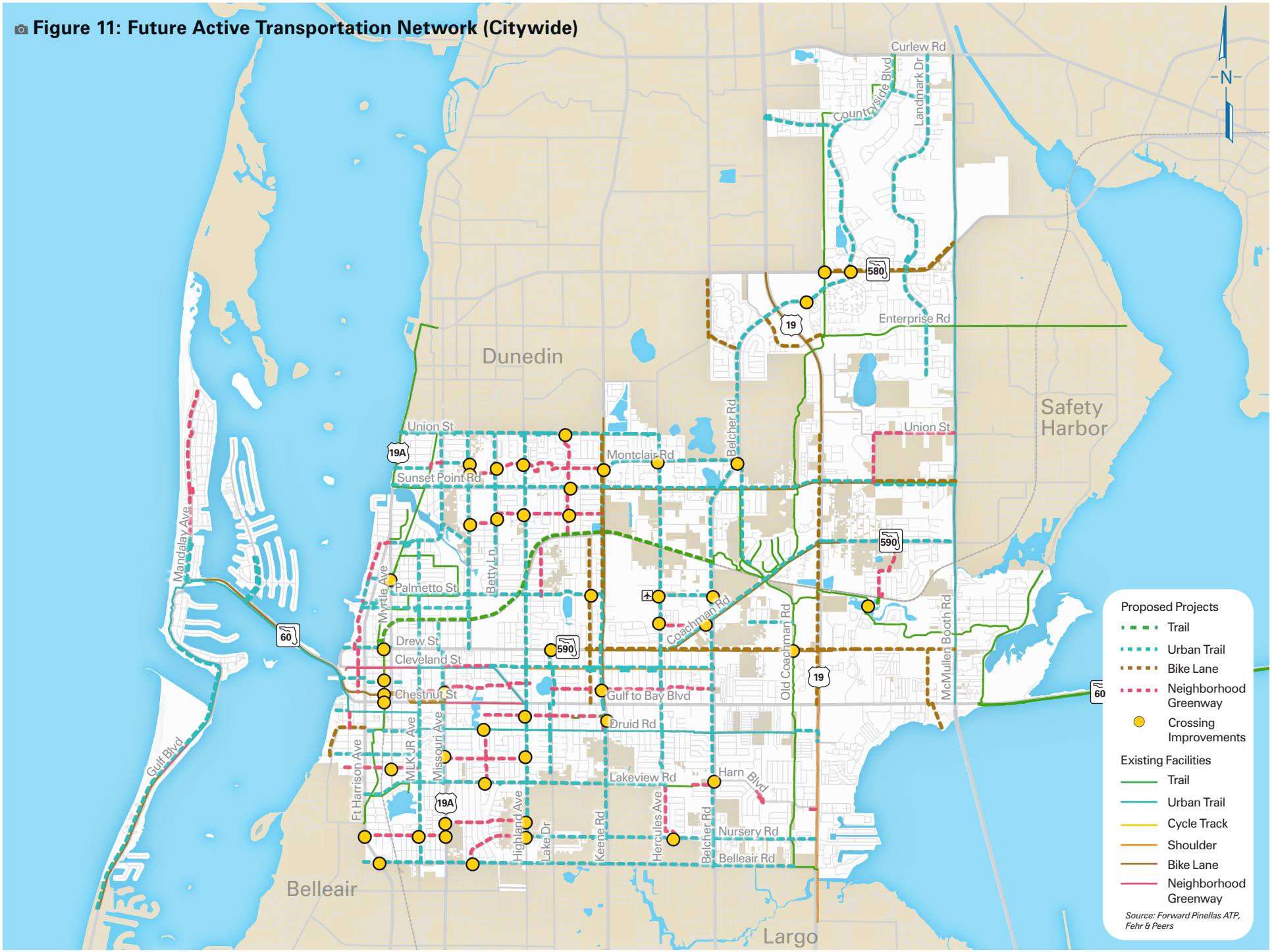


Figure 12: Future Active Transportation Network (Western Area)

Figure 13: Future Active Transportation Network (Central Area)

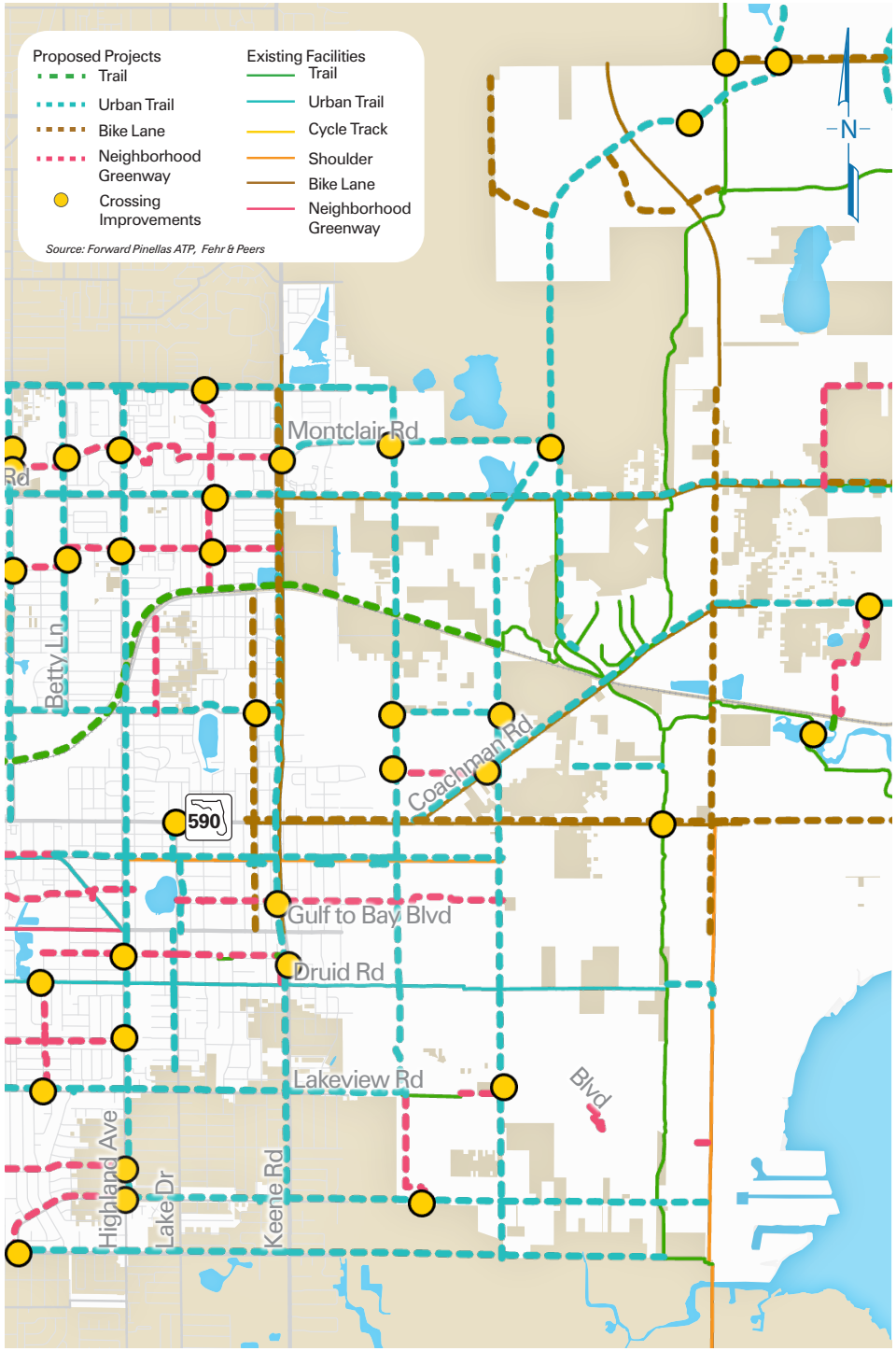
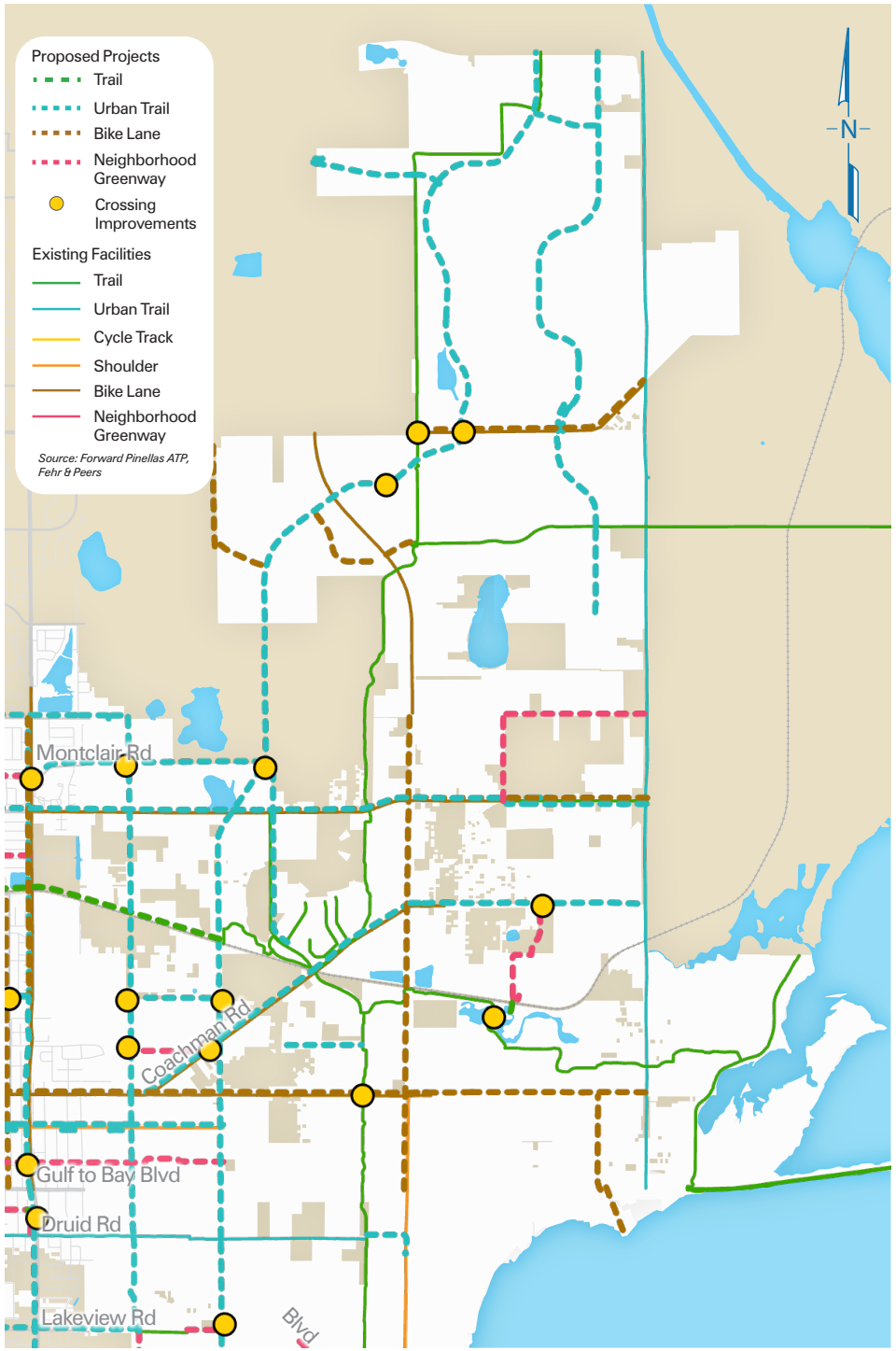


Figure 14: Future Active Transportation Network (Eastern Area)



STOP

Future LTS Results

The level of traffic stress analysis was conducted assuming the proposed network is in place, which showed a significant increase in miles of more comfortable facilities (LTS 2 or better), as summarized in **Table 5** for Bicyclist LTS and **Table 6** for Pedestrian LTS, with a graphical representation shown in **Figure 15** for bicyclists and **Figure 16** for pedestrians.

TABLE 5: FUTURE BICYCLE LTS SCORE BY BICYCLE FACILITY TYPE (IN MILES OF FACILITY)

BLTS SCORE	TRAILS	URBAN TRAILS	ON STREET FACILITY	NO BICYCLE FACILITY	TOTAL FACILITY	PERCENT OF FACILITIES
1	41.4	90.7	15.5	0.0	147.6	26%
2	0.0	0.0	21.0	296.1	317.1	57%
3	0.0	0.0	6.4	55.9	62.3	11%
4	0.0	0.0	11.3	21.8	33.1	6%
Total	41.4	90.7	54.2	373.8	560.1	100%

Source: Fehr & Peers, 2025.

TABLE 6: FUTURE PEDESTRIAN LTS SCORE BY PEDESTRIAN FACILITY TYPE (IN MILES OF FACILITY)

PLTS SCORE	TRAILS	URBAN TRAILS	SIDEWALKS ON BOTH SIDE	SIDEWALK ON ONE SIDE	NO SIDEWALK	TOTAL	PERCENT OF FACILITIES
1	41.4	90.7	16.9	8.3	0.0	157.3	28%
2	0.0	0.0	140.0	48.4	0.0	188.4	33%
3	0.0	0.0	12.3	4.9	142.9	160.1	29%
4	0.0	0.0	2.0	2.0	24.8	28.8	5%
5	0.0	0.0	0.0	0.0	25.5	25.5	5%
Total	41.4	90.7	171.2	63.6	193.2	560.1	100%

Source: Fehr & Peers, 2025.

Figure 15: Future Bicycle LTS

83%

of streets would be lower stress for bicyclists, a 8 percent increase from existing conditions (BLTS 1 and BLTS 2).

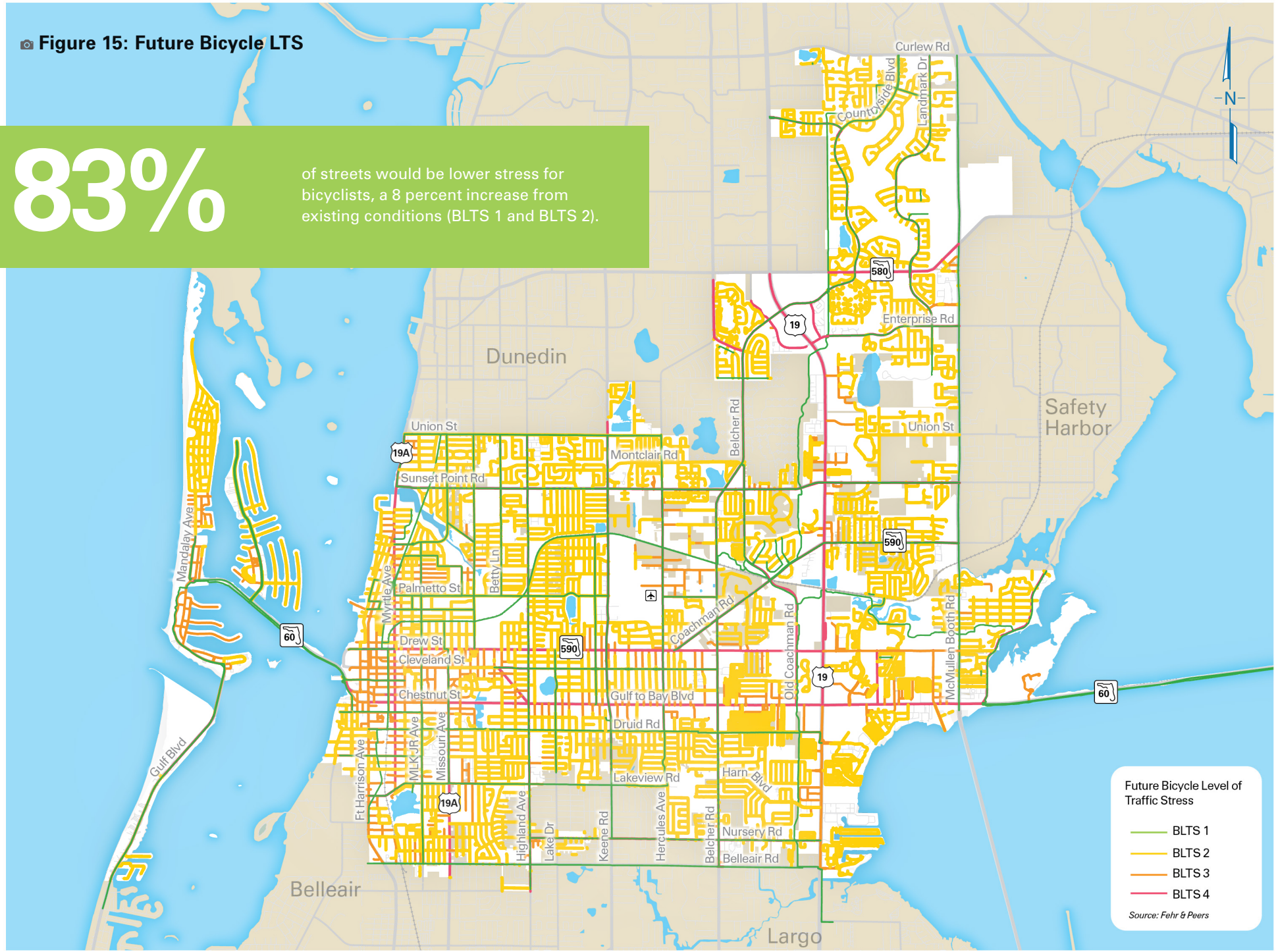
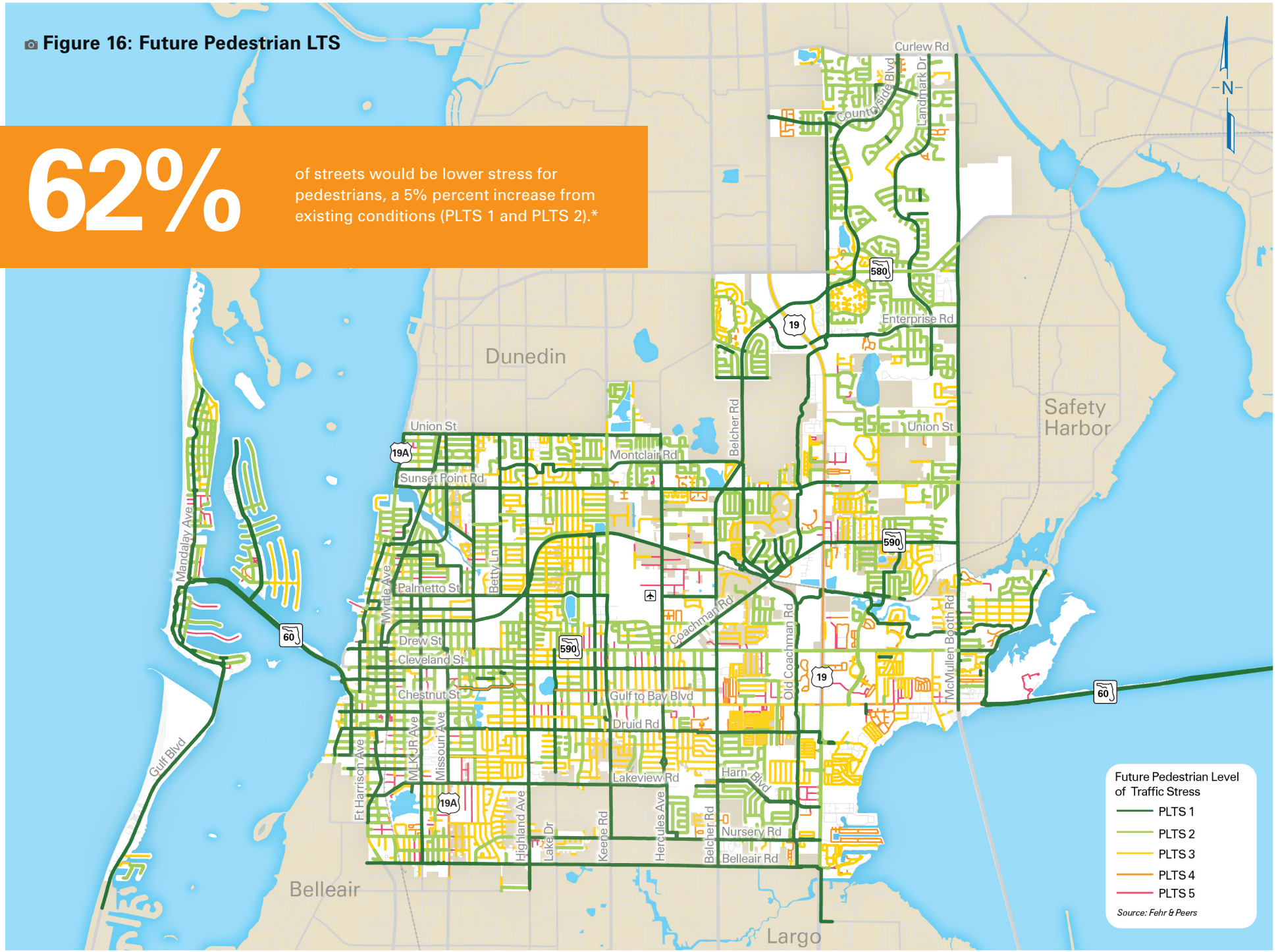


Figure 16: Future Pedestrian LTS



SECTION 03

Active Transportation Policy

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 city in support of the goals of the Active Transportation Plan.

Review of Existing Policies

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 to develop policy guidance that could be incorporated into the ATP, with a detailed analysis provided in the Technical Appendix. Some of the key highlights of the policy review that are supportive of active transportation include:

- Comprehensive plans and corridor strategies consistently promote multimodal mobility, Complete Streets, and Vision Zero-aligned transportation safety goals.
- Broad policy support exists for walking, biking, micromobility, and transit integration across Clearwater and Pinellas County.
- Active transportation improvements are key strategies to reduce congestion, vehicle miles of travel, and greenhouse gas emissions.
- City and regional plans (Clearwater 2045, PLANPinellas, Advantage Pinellas) emphasize context-sensitive, mixed-use, and walkable development.
- The Complete Streets for Clearwater Implementation Plan and Forward Pinellas Grant Program guide multimodal project prioritization and funding.
- Downtown policies prioritize safe pedestrian environments, bike parking, and connections to the Pinellas Trail.
- Strong policy foundation for Safe System and Vision Zero implementation, including High Injury Network identification.
- Policies support expanding bicycle and pedestrian networks, wayfinding, and trail connectivity.

While there are many policies that support the development of an active transportation network, some policies and codes are incomplete and could use modifications to further enhance active transportation:

- Land development codes do not require bike or pedestrian facilities in new or redeveloped sites or allow them to be waived.
- Policy M 1.1.1 (Preserve transportation corridors) may conflict with reallocating roadway space for active modes.
- Limited funding and staffing hinder implementation of context sensitive streets and active transportation projects.
- Vehicle delay-based LOS measures still influence design decisions, restricting multimodal flexibility.
- Emerging technologies (e-bikes, e-scooters, micromobility) lack integration into local regulations and design standards.
- Implementation and performance monitoring for multimodal policies remain limited.
- Maintenance standards for walking and biking facilities are inconsistent.
- Safety features (lighting, crossings, protected intersections) are not systematically prioritized in high-crash areas.
- Access management practices prioritize vehicle access and circulation rather than walking or biking.
- Few incentives or requirements exist for private developers to provide bike parking or end-of-trip facilities.
- Evacuation policies may limit roadway reallocation for multimodal facilities.
- Public education and outreach on safe active transportation are limited and inconsistent.
- Minimum width of sidewalks specified in Section 3-1907 (5-feet on arterial and collectors and 4-feet on collectors) does not meet minimum standards outlined in the Complete Streets for Clearwater Implementation Plan or current FDOT standards, which are 6-foot sidewalks on arterials, collectors and local streets, with some streets requiring 8, 10 or 12-foot sidewalks depending on the context or adjacent use.

Policy Recommendations

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.

1. Update parking code requirements
2. Review new development projects adjacent to ATP projects
3. Update sidewalk standards to reflect other city plans
4. Facilities meet ADA standards
5. Add guidance related to bicycle facility types to code
6. Development standards should have guidance on pedestrian and bicyclists circulation

UPDATE PARKING CODE REQUIREMENTS

Develop short-term and long-term bicycle parking requirements. These requirements should reflect the land use and transportation context within the city. For example, a high-rise apartment in Downtown Clearwater close to the Pinellas Trail would have a higher bicycle parking requirement than a low-rise apartment in a more suburban context. Long-term bike parking shall be in the form of secure bike lockers or bike rooms, while short-term parking can be outdoor bike racks.

A land use with high-levels of employment would prioritize long-term parking, while a land-use with high levels of visitor activity would prioritize short-term bike parking. In conjunction with adding bicycle parking requirements, parking design guidelines should also be established. A reduction in vehicle parking could also be considered as part of this code update. Code should also specify location of bike parking, such that it is visible, clearly marked from the public right-of-way, and convenient to access.

REVIEW NEW DEVELOPMENT PROJECTS

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 the project by others in the future. As part of the site plan review process, pedestrian and bicyclist routes to and around the site shall be provided.

UPDATE SIDEWALK REQUIREMENTS

Update the minimum width of sidewalks based on the guidance included in the Complete Streets for Clearwater Implementation Plan:

- **Urban Core:** Arterial - 12′ preferred (8′ minimum), Collector - 12′ (8′) and local 10′ (8′)
- **Urban Edge:** Arterial - 10′ preferred (8′ minimum), Collector - 10′ (8′) and local 10′ (8′)
- **Urban General:** Arterial - 8′ preferred (6′ minimum), Collector - 8′ (6′) and local 8′ (6′)
- **Urban Residential:** Arterial - 8′ preferred (6′ minimum), Collector - 8′ (6′) and local 8′ (6′)
- **Suburban:** Arterial - 10′ preferred (8′ minimum), Collector - 8′ (6′) and local 8′ (6′)

MEET ADA STANDARDS

All new and upgraded pedestrian facilities shall meet ADA standards (see additional details in Technical Appendix).

GUIDANCE ON BICYCLE FACILITY ADDED TO CODE

Add to the code bicycle facility types, minimum standards, and guidance for selecting the most appropriate facility type (see bikeway selection policy for additional information):

- Off-street Trail
- Urban Trail/Shared Use Path
- On-Street Bike Lanes
  - Cycle Track
  - Separated bike lane
  - Protected bike lanes
  - Standard bike lanes
- Neighborhood Greenway/Shared Lane

REVIEW DEVELOPMENT STANDARDS

Development standards should incorporate additional guidance related to bicyclist and pedestrian circulation, such as:

- Pedestrian circulation should minimize conflicts with vehicles and provide as direct a connection to entry as feasible.
- Incorporate transportation and land use context as part of the required review process to ultimately improve access and circulation for people walking and biking and reduce conflicts with vehicle travel.
- Require that developments provide for reciprocal access for all travel modes, with a priority for pedestrian connectivity, even if vehicular connectivity is not feasible.
- Drive-through areas shall be designed to minimize potential for pedestrian conflicts.
- Require sidewalks to be constructed from the public right-of-way to public building entrances in a manner that minimizes the need to cross drive aisles or vehicular travel ways.
- Landscaping and lighting plans should be coordinated such that lighting is below the tree canopy at crossing locations and other conflict areas.
- Local streets shall be laid out to provide direct paths of travel for walking and biking; where there are cul-de-sacs and non-linear layouts that increase the effective walking distance, pedestrian paths and other connections shall be provided to maintain direct walking routes.
- The width of travel lanes shall be reduced to promote appropriate vehicle travel speeds and allow for the provision of improved walking and biking facilities within the existing right-of-way.
- All multifamily residential and retail developments adjacent to the Pinellas Trail, Ream Wilson Trail and other regional trails should be required to provide direct access from the property to the trail.
- Develop Micromobility Policy (see additional details in Technical Appendix).

Sally Ln
S Betty Ln
SPEED LIMIT
25

SECTION 04

Prioritization

This section outlines the prioritization criteria and presents the resulting prioritized needs list. The process considers multiple factors, with a detailed explanation of how the criteria were developed provided in the Technical Appendix. Slightly different criteria were developed for corridor projects and intersection projects.

Priortization Criteria

In collaboration with the Technical Advisory Committee, Stakeholders and feedback from the public, a set of criteria were developed to guide the prioritization of projects for construction as funding and resources allow, with the criteria summarized in **Table 7**. The criteria weights safety the highest, with projects that include physical separation between the vehicular travel way and facilities for people walking and biking ranked the highest.

Projects on streets that have **low vehicular travel speeds** and **low traffic volumes** were also ranked **high**. Access and connectivity, stress and comfort and ease of implementation also had the same relative weight for corridor projects; stress/comfort ratings are not calculated for intersections as there is no standardized metric, so access and connectivity points were doubled for intersection projects. The final prioritization criterion is demographics. Detailed scoring criteria are provided in the Technical Appendix.

TABLE 7: SUMMARY OF PROJECT PRIORITIZATION CRITERIA

SAFETY	ACCESSIBILITY AND CONNECTIVITY	STRESS/COMFORT	EASE OF IMPLEMENTATION	DEMOGRAPHICS
30% CORRIDOR SCORE	20% CORRIDOR SCORE	20% CORRIDOR SCORE	20% CORRIDOR SCORE	10% CORRIDOR SCORE
30% INTERSECTION SCORE	40% INTERSECTION SCORE	0% INTERSECTION SCORE	20% INTERSECTION SCORE	10% INTERSECTION SCORE
Between 2019 and 2024, Clearwater experienced over 950 crashes involving people walking or biking accounting for more than 40% of the city's traffic fatalities.	When people can easily reach goods and services close to where they live or work within a connected, low-stress network they are more likely to choose walking or biking for their trips.	This criterion measures how much a project increases comfort for people walking and biking, projects that don't significantly increase comfort levels are less likely to attract new users or encourage more walking and biking.	Projects are prioritized based on how quickly and easily they can be implemented, considering factors like right-of-way, utility relocation, cost, community support, and potential trade offs between travel modes.	Considers who benefits from a project to prioritize those that are likely to increase mobility options, especially in areas with lower auto ownership, persistent poverty, or high population density.

Priortization Corridor Project List

79

CORRIDOR PROJECTS

The prioritization criteria were then applied to the project list to identify project priorities. For corridor projects, the top 30 projects are shown in **Table 8**, which represents all projects that scored over 80 points. For all projects, the extents along with a project description and prioritization score are provided. **Appendix A** provides a detailed list of all corridor projects, their scores, as well as additional information, such as community partners. Overall corridor prioritization scores ranged between 28 and 88, out of a maximum score of 100. To visually depict the relative prioritization of projects, **Figure 17** shows the relative scoring of projects to assist in programming projects that help to create an overall active transportation network.

As projects move forward towards implementation, additional engagement and engineering analysis will be conducted to determine project details, such as what side of the street to prioritize urban trail construction and context appropriate crossing treatments.

TABLE 8: PRIORITIZED CORRIDOR PROJECT LIST (TOP CORRIDOR PROJECTS)

RANK	ROAD NAME	FROM	TO	PROJECT DESCRIPTION	PRIORITIZATION SCORE
1	Martin Luther King Jr Ave (N/S)	Fairmont St	Gulf to Bay Blvd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane on a portion of the corridor.	88
2	Sunset Point Rd (E/W)	Edgewater Dr	Keene Rd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane.	87
3	Martin Luther King Jr Ave (N/S)	Gulf to Bay Blvd	Belleair Rd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane on a portion of the corridor.	87
4	Seminole St (E/W)	Osceola Ave	Blanche B Littlejohn Trail	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	86

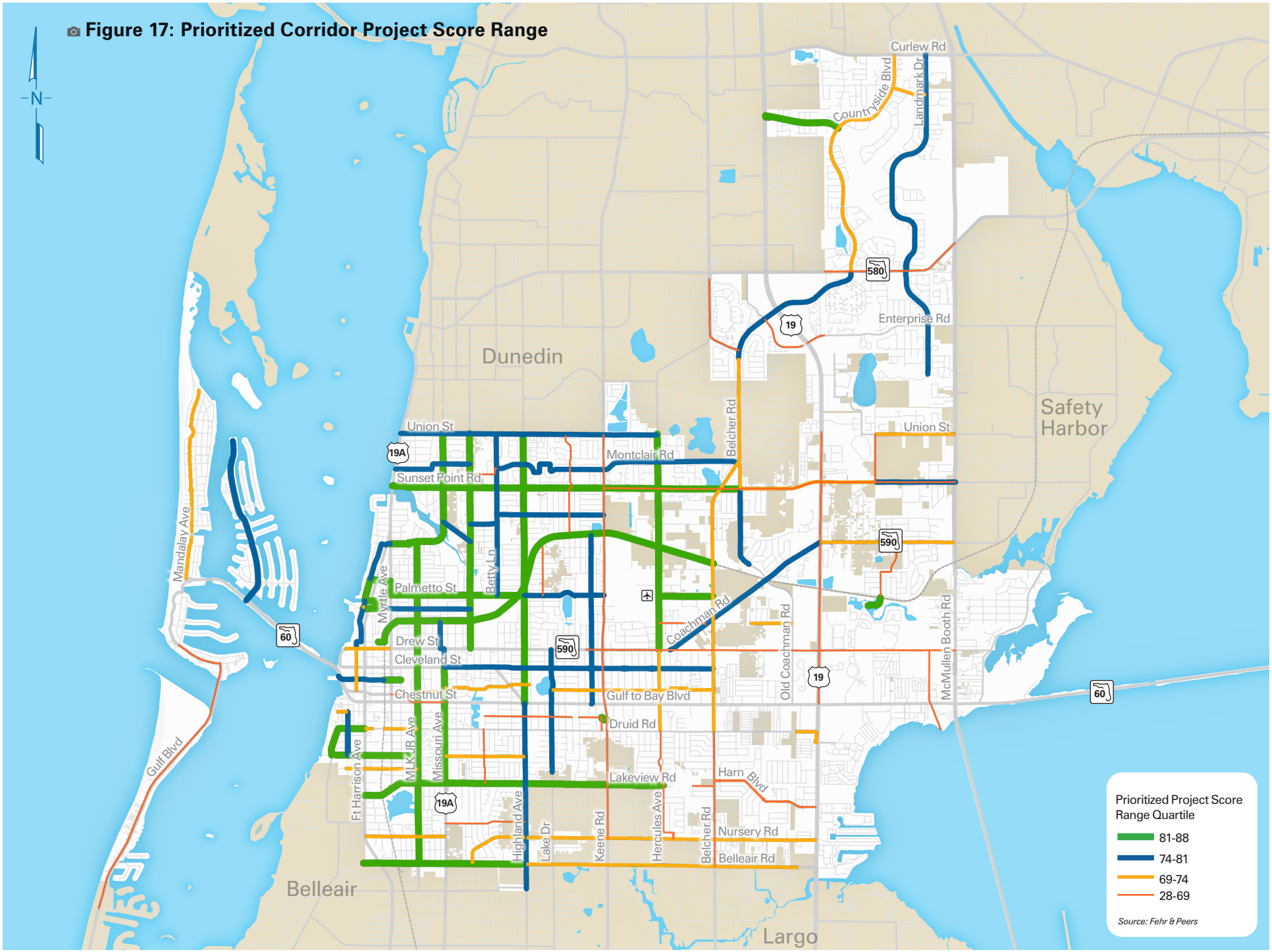
RANK	ROAD NAME	FROM	TO	PROJECT DESCRIPTION	PRIORITIZATION SCORE
5	Park Trail Lane to Ream Wilson Trail	Park Trail Lane	Ream Wilson Trail	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	86
6	Palmetto St / Myrtle Ave (N/S and E/W)	Pinellas Trail	Betty Ln	Widen existing sidewalk to urban trail standards and implement crossing improvements as needed to enhance safety and comfort. As a part of the planning process, evaluate school circulation in the area. Evaluate the need to identify a school zone.	86
7	Northside Dr (E/W)	US 19	Countryside Blvd	Widen existing sidewalk to urban trail standards on at least one side of the street, connecting to the US 19 pedestrian overpass that is under construction (2025) and implement crossing improvements as needed to enhance safety and comfort.	85
8	Hercules Ave (N/S)	Union St	Drew St	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	85
9	Fairmont St / Douglas Ave (N/S and E/W)	Union St	Myrtle Ave	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane. As the project is developed, consider the potential for lane repurposing as Douglas Ave may not need to provide 4 vehicle travel lanes and protected bike lanes could be added.	84
10	Lakeview Rd (E/W)	Pinellas Trail	Missouri Ave	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	84
11	Lakeview Rd (E/W)	Missouri Ave	Hercules Ave	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	83
12	Existing path south of Turner Street (Trail) (E/W)	Florida Ave	Keene Rd	Widen existing sidewalk to trail standards (south of Turner St, intersecting with Keene Rd at Pine St)	82

RANK	ROAD NAME	FROM	TO	PROJECT DESCRIPTION	PRIORITIZATION SCORE
13	Sunset Point Rd (E/W)	Keene Rd	Old Coachman Rd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane.	82
14	Palmetto St / Myrtle Ave (N/S and E/W)	Hercules Ave	Belcher Rd	Widen existing sidewalk to urban trail standards and implement crossing improvements as needed to enhance safety and comfort.	82
15	Jeffords St (E/W)	East of Druid Rd	MLK Jr Ave	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	82
16	Betty Ln (N/S)	Union St	Drew St	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane.	82
17	Druid Rd (N/S and E/W)	Jeffords Street	Fort Harrison Ave	Bike lane identified in prior planning efforts. Requires reconstruction of the road and moving of curb lines. Alternative project could be to designate as neighborhood greenway with additional traffic calming	82
18	Belleair Rd (E/W)	Pinellas Trail	Highland Ave	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	82
19	Highland Ave (N/S)	Union St	Palmetto St	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane.	82
20	Palm Bluff St / Osceola Ave / Garden Ave / Nicholson St (N/S and E/W)	Myrtle Ave	Pinellas Trail	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	81
21	Palmetto St / Myrtle Ave (N/S and E/W)	Betty Ln	Highland Ave	Widen existing sidewalk to urban trail standards and implement crossing improvements as needed to enhance safety and comfort.	81

RANK	ROAD NAME	FROM	TO	PROJECT DESCRIPTION	PRIORITIZATION SCORE
22	Pierce St (E/W)	East Ave	Prospect Ave	As development occurs, provide an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	81
23	Missouri Ave (N/S)	Gulf to Bay Blvd	Lakeview Rd	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	81
24	CSX	Pinellas Trail	Belcher Rd	Construct new trail along CSX alignment	81
25	Highland Ave (N/S)	Palmetto St	Gulf to Bay Blvd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane.	81
26	NE Coachman Rd (N/S)	Drew St	US 19	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. As there is an existing bike lane, that facility could be removed or retained, based on public feedback at the time the project is developed.	81
27	Overbrook Ave (N/S and E/W)	Douglas Ave	Betty Ln	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane.	80
28	Lake Dr (N/S)	Drew St	Tuscola Rd	Widen existing sidewalk to urban trail standards on the north side of the street and implement crossing improvements as needed to enhance safety and comfort.	80
29	Missouri Ave (N/S)	Drew St.	Gulf to Bay Blvd	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	80
30	Fort Harrison Ave (N/S)	Myrtle Ave	Drew St	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	80

Note: List of all projects are provided in the Appendix

Figure 17: Prioritized Corridor Project Score Range



Priortization Intersection Project List

49

INTERSECTION PROJECTS

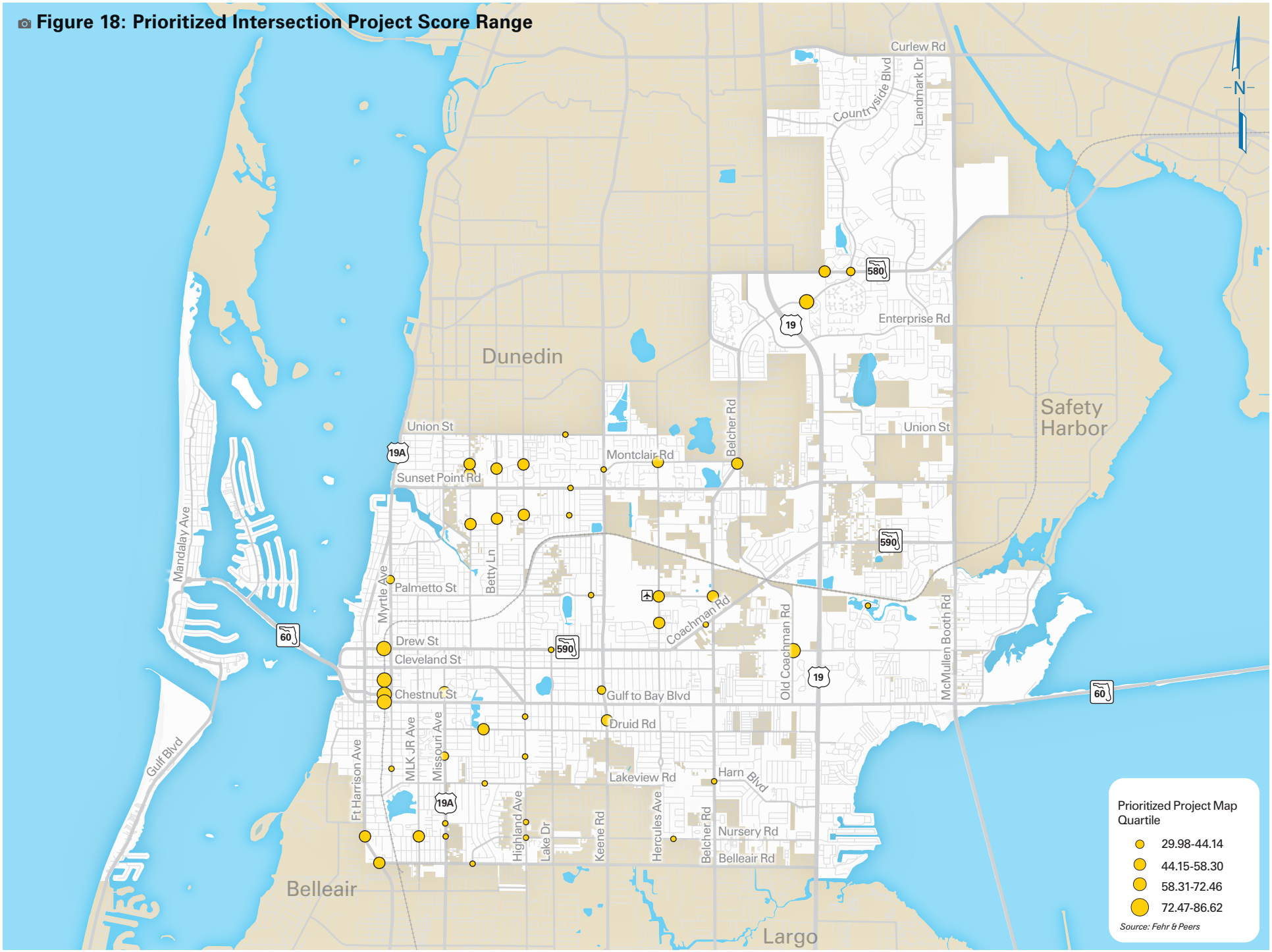
The prioritization criteria were then applied to the intersection enhancement list to identify intersection priorities. The top 20 intersections, along with descriptions of the projects, are shown in **Table 9**, with the full list provided in **Appendix B**. These are intersection projects that were identified to have independent utility and not necessarily be contingent upon significant improvements to the surrounding area. Intersection prioritization scores ranged between 39 and 87, out of a maximum score of 100. To visually depict the relative prioritization of projects, **Figure 17** shows the relative scoring of projects to assist in programming projects that help to create an overall active transportation network. For projects that include a Rectangular Rapid Flashing Beacon (RRFB) or a Pedestrian Hybrid Beacon (PHB), they would be interconnected with the city's overall traffic signal system.

TABLE 9: PRIORITIZED INTERSECTION PROJECT LIST (TOP INTERSECTION PROJECTS)

RANK	LOCATION	PROJECT DESCRIPTION	PRIORITIZATION SCORE
1	Drew St, Pinellas Trail	High Visibility Crosswalk and RRFB	87
2	Betty Ln, State St	High Visibility Crosswalk and RRFB	84
3	Fort Harrison Ave, Belleair Rd	High Visibility Crosswalk and PHB	83
4	Betty Ln, Sandy Ln	Upgrade existing marked crossing to include a RRFB	82
5	Kings Hwy, Byram Dr	High Visibility Crosswalk and RRFB	82
6	Missouri Ave, Gould St	High Visibility Crosswalk and PHB	80
7	Kings Hwy, Sandy Ln / Otten St	Upgrade existing marked crossing to include a RRFB	78
8	Betty Ln, Sedeeva Cir N	High Visibility Crosswalk and RRFB	78
9	Highland Ave, Byram Dr	High Visibility Crosswalk and RRFB	78
10	Countryside Blvd, Village Dr	Existing Crossing of 6 Lane Road; Install PHB or other suitable crossing treatment	78
11	Fort Harrison Ave, Woodlawn St	High Visibility Crosswalk and RRFB	78
12	Evergreen Ave, Druid Rd	High Visibility Crosswalk and RRFB	77
13	Hercules Ave, Marilyn St	High Visibility Crosswalk and PHB	77
14	Keene Rd, Turner St	High Visibility Crosswalk and PHB	76
15	Hercules Ave, Montclair Rd	High Visibility Crosswalk and PHB	76
16	Court St, Pinellas Trail	High Visibility Crosswalk and PHB	76
17	Chestnut St, Pinellas Trail	High Visibility Crosswalk and PHB	76
18	Palmetto St, Hercules Ave	Evaluate intersection for crossing enhancements to facilitate school access	74
19	Palmetto St, Belcher Rd	Evaluate intersection for crossing enhancements to facilitate school access	74
20	Ream Wilson Trail, Fairwood Ave	Upgrade existing marked crossing to include a RRFB	73

Note: List of all projects are provided in the Appendix

Figure 18: Prioritized Intersection Project Score Range



Sidewalk Gap Closures

17.9

MILES OF SIDEWALK GAPS

3

MILES OF SIDEWALK GAP ON ARTERIALS

14.9

MILES OF SIDEWALK GAPS ON COLLECTORS

Many of the prioritized projects include construction of urban trails on roads that do not currently have sidewalks. However, constructing a 10-foot urban trail along the entire length of some corridors may take many years to complete with sidewalk gaps affecting people's ability, especially those with disabilities, from accessing a variety of destinations.

While more robust projects are being planned, closing sidewalk gaps on arterial and collector streets should be a priority for the city. **Table 10** identifies the sidewalk gaps on arterial streets within the city, including a notation if the gap is on one side of the street or on both sides of the street; **Appendix C** shows the extents of sidewalk gaps on collector streets as well.

TABLE 10: ARTERIAL STREET SIDEWALK GAPS

#	ROAD NAME	FROM	TO	GAP LENGTH	GAP EXTENTS
1	Belcher Rd	Range Rd	Palmetto St	0.25	One Side
2	Belcher Rd	Logan St	RR Crossing	0.17	One Side
3	Belcher Rd	South of Sunnydale Blvd	Calumet St	0.08	One Side
4	Belleair Rd	Fort Harrison Ave	West of Myrtle Ave	0.06	One Side
5	Belleair Rd	West of Scranton Ave	West of S Madison Ave	0.33	One Side
6	Coachman Rd	Drew St	Graham Dr	0.31	One Side
7	Drew St	McMullen Booth Rd	Bayshore Blvd	0.33	One Side
8	Keene Rd	Drew St	Cleveland St	0.20	One Side
9	Sunset Point Rd	Fort Harrison Ave	Stevenson Ave	0.19	One Side
10	Sunset Point Rd	Douglas Ave	Lombardy Drive	1.10	Not consistently provided on north side of street

Note: All sidewalk gaps on arterial and collector streets provided in Appendix

Local Street Sidewalk Gaps

Most of the sidewalk gaps are on local streets, and while the city has been proactive in constructing sidewalks in neighborhoods, there has been community opposition to constructing sidewalks in some neighborhoods. To help prioritize local street sidewalks where there is the greatest community support, the city has a request program where neighborhoods can request sidewalks in their neighborhoods to ensure that limited city resources are being spent where the community demand is the highest.

REPORT CRIME
CITY OF CLEARWATER

SECTION 05

Implementation Plan

This chapter outlines implementation steps for the city to take as well as potential grant programs the city might be able to use to help support additional planning and engineering, as well as project construction.

Implementation Plan

A high-level implementation plan was developed to provide a roadmap to implementing the projects identified in this plan, as summarized in **Table 11**, to provide the city with a process to develop the network over time. The strategies identified in this table are not intended to be all encompassing and should be reviewed periodically and modified as appropriate.

TABLE 11: IMPLEMENTATION PLAN

TASK	TASK DETAILS	LEAD DEPARTMENTS/ AGENCY PARTNERS	TIMELINE	RELATIVE COST
Annually Report on Performance Measures	Provide annual report to City Council on how the city has progressed with potential performance measures including: • miles of facility type constructed • number of intersection improvements implemented • number of detailed planning/engineering studies started • number of fatal and severe injury crashes involving people walking and biking, compared to prior years • percent of trips that occur via walking and biking modes, compared to prior years • trail use at various count locations throughout city, compared to prior years At a recurring interval (like every 5 to 10 years), review this overall plan and update project list based on more updated information and city priorities.	Planning / Public Works	Annual	$

TASK	TASK DETAILS	LEAD DEPARTMENTS/ AGENCY PARTNERS	TIMELINE	RELATIVE COST
Apply for and Secure Funding	Allocate funding or staff time to develop grant applications to projects that will be highly competitive for funding, such as safety and complete streets projects with strong public support. Consider non-traditional sources, such as resiliency grants and opportunities to work with Duke Energy to widen sidewalks as part of projects to under-ground utilities. Refer to section related to potential grants to identify available funding sources for each project in the prioritized project list.	Planning / Public Works / Grants Coordinator	Ongoing, 5 Years	$$
Align Plan with Other City Planning Documents	As other city plans are updated, like the Comprehensive Plan, incorporate the projects identified in this document into those planning documents for consistency.	Planning / Public Works	Ongoing, 5 Years	$
Update Land Development Codes	Update land development codes to update minimum sidewalk widths, bike lane design criteria, bicycle parking requirements, and other codes that will help support enhanced walking and biking facilities as land development projects occur.	Planning / Public Works	Ongoing, 1 year	$
Close sidewalk gaps on Arterial and Collector Streets	Close sidewalk gaps on arterial and collector streets, prioritizing segments with active land uses and no sidewalk on either side of the street.	Planning / Public Works / Forward Pinellas / Pinellas County / FDOT	5-Years	$$$$
Refine Neighborhood Sidewalk Gap Closure Program	Refine existing community request process to close sidewalk gaps in neighborhoods by request. Should more neighborhoods request sidewalks than funding is available, develop prioritization criteria.	Planning / Public Works	Ongoing, 5 Years	$$$$
Conduct Corridor Studies	Seek grants for the top corridor projects to conduct additional outreach to the community, and more detailed planning and engineering analysis.	Planning / Public Works / Forward Pinellas	Ongoing, 5-10 Years	$$$

TASK	TASK DETAILS	LEAD DEPARTMENTS/ AGENCY PARTNERS	TIMELINE	RELATIVE COST
Bundle Low Cost and Quick Build Projects	Create a bundle of low cost and quick build projects that include neighborhood greenways and low-cost crossing enhancements, such as marked crosswalks and RRFBs to make an immediate impact to the community while longer term projects are planned and designed.	Planning / Public Works / Forward Pinellas / Pinellas County / FDOT	5-Years	$$$
Opportunistically Build Out Network	Review the CIP for the City, County and FDOT and identify if there are planned improvements (transportation, drainage, maintenance, etc.) that could be used to build portions of the network as a part of other planned projects, including resurfacing. As parcels adjacent to planned projects redevelop, work with developers to either construct a portion of the network or ensure that construction of their project does not preclude the construction of projects identified in the plan.	Planning / Public Works / Forward Pinellas / Pinellas County / FDOT	As opportunities arise, 10+ Years	$-$$
Collaborate with Agency Partners	For projects located on the Federal Aid Network, County or FDOT roadways, collaborate with the appropriate agency to either modify already planned projects or create a new project and add to the appropriate project list for future funding.	Planning / Public Works / Forward Pinellas / Pinellas County / FDOT	Ongoing, 5 Years	$
Build Out the Urban Trail Network	As funding permits, build out the urban trail network with a focus on high scoring segments that either have some independent utility or connect to other key facilities, like other trails or urban trail segments.	Planning / Public Works / Forward Pinellas / Pinellas County / FDOT	As opportunities arise, 10+ Years	$$-$$$$

TASK	TASK DETAILS	LEAD DEPARTMENTS/ AGENCY PARTNERS	TIMELINE	RELATIVE COST
Deploy Educational, Encouragement, and Enforcement Programs	Work with community partners to deploy additional educational and encouragement programs as new projects are developed. Work with local law enforcement Police Department to enhance and further development education, encouragement, and enforcement programs. Apply for Bicycle Friendly Community status with build out of the Backbone Network and investment in support programs.	Planning / Law Enforcement / Forward Pinellas / FDOT / School Districts	Ongoing, 5 Years	$$-$$$
Enhance Bicycle Parking Program	Amend the city's Municipal Code to include citywide bicycle parking requirements for short-term and long-term parking.	Planning Department	Within 3 years	$
Enhance Bicycle Signals Program	Upgrade bicycle detection at locations where video or loop detection is not present. Ensure that signals provide sufficient green, yellow, and red time to allow bicyclists to clear the intersection.	Public Works / Pinellas County / FDOT	Ongoing, 5 Years	$$
Develop Wayfinding Program	As projects are implemented and the network is constructed, develop and implement a city-wide bicyclist wayfinding program to better inform people about various connections, routes and destinations.	Planning Department	As opportunities arise, 10+ Years	$$
Enhance Maintenance and Ongoing Operations	Develop a maintenance plan for active transportation facilities within the community, including crossing treatments. This could include interconnecting RRFB and PHBs such that city is more aware of equipment outages. As projects move through the project development process, estimate net-change in annual maintenance cost and identify maintenance funding.	Planning Department / Public Works, City Maintenance & Repair Services	Ongoing, 5 Years	$$

Grant Funding Opportunities

Grants may be available to help accelerate the implementation of many projects identified in this plan. Potential grants are summarized in **Table 12**. Many of the federal grant programs are set to expire September 30, 2026, and while it is likely that many of the programs would continue, their names, project types funded and eligibility requirements might differ. Many of the programs also provide direct funding to the State, which can then be used to construct improvements on state roads.

TABLE 12: POTENTIAL GRANTS

GRANT NAME	AWARDING ENTITY	TYPICAL PROJECTS FUNDED	MATCHING REQUIREMENTS	NOTES
Transportation Planning and Technical Assistance	Forward Pinellas	Corridor improvement concept plan development; specialty transportation research; safety analyses; community charettes and facilitation; community walking audits or visioning workshops; evaluation of conditions for pilot technology applications; and other eligible transportation planning related activities	None	https://forwardpinellas.org/transportation-priority-lists/call-for-projects/
Transportation Construction and Capital Project	Forward Pinellas	Complete streets construction projects; the procurement of counting equipment for all modes of transportation; technological equipment to improve mobility; bicycle racks (to be placed on public ROW); and other eligible capital and construction projects.	None	https://forwardpinellas.org/transportation-priority-lists/call-for-projects/
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	USDOT	Surface transportation projects that have significant local or regional impact; bicycle/pedestrian facilities can be included as part of another project	20% match	https://www.transportation.gov/RAISEgrants/raise-nofo
Reconnecting Communities Pilot Program (RCP)	USDOT	Funds bicycle facilities as part of a corridor project	20% match	https://www.transportation.gov/reconnecting This was a pilot grant that may not continue.

GRANT NAME	AWARDING ENTITY	TYPICAL PROJECTS FUNDED	MATCHING REQUIREMENTS	NOTES
Safe Streets and Roads for All (SS4A)	USDOT	Funds standalone bicycle/pedestrian projects (bike lanes, sidewalks, road diets, etc.) that have a demonstrated safety benefit	20% match	https://www.transportation.gov/grants/SS4A City was awarded a planning and demonstration grant in 2023 cycle that could be used to conduct supplemental planning and demonstration projects that advance plan implementation.
Federal Transit Administration Capital Funds (FTA)	Federal Transit	Funds bicycle and pedestrian projects that provide access to transit	20% match	https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307 These funds are not directly available to the city and significant coordination with PSTA and others may be required.
Areas of Persistent Poverty Program (AoPP)	Federal Transit	Funds bicycle and pedestrian projects that provide access to transit in disadvantaged communities	Minimum federal share is 90%	https://www.transit.dot.gov/grant-programs/areas-persistent-poverty-program The last notice of funding opportunity (NOFO) was published in 2023, and status of this grant is unknown.
Carbon Reduction Program (CRP)	FHWA	Planning, bicycle and pedestrian facilities, bike share programs, road diets, etc.		https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/crp_fact_sheet.cfm
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	FHWA	Projects, including bicycle and pedestrian facilities, that reduce emissions		https://www.fhwa.dot.gov/environment/air_quality/cmaq/

GRANT NAME	AWARDING ENTITY	TYPICAL PROJECTS FUNDED	MATCHING REQUIREMENTS	NOTES
Highway Safety Improvement Program (HSIP)	FHWA	Safety projects on the highway system		https://highways.dot.gov/safety/hsip/shsp
Railway-Highway Crossings (Section 130) Program (RHCP)	FHWA	Funds bicycle facilities that cross a railway.		https://highways.dot.gov/safety/hsip/xings/railway-highway-crossing-program-overview
Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT)	FHWA	Protecting bicycle and pedestrian facilities from flooding; funds from this program could be used to improve drainage and harden other infrastructure, that could then permit construction of improved transportation facilities.	20% match, can be combined	https://www.fhwa.dot.gov/environment/sustainability/resilience/
Surface Transportation Block Grant Program (STBG)	FHWA	Planning, bicycle and pedestrian facilities, bike share programs, road diets, etc.		https://www.fhwa.dot.gov/specialfunding/stp/
Transportation Alternatives (TA) Set Aside	FHWA	Planning, bicycle and pedestrian facilities, bike share programs, road diets, etc. This also includes the recreational trails programs and safe routes to school programs that are funded through the state.	20% match	https://www.fhwa.dot.gov/environment/transportation_alternatives/
Safe Routes to School Program (SRTS)	FDOT	Projects that improve safety for students going to school		https://www.fdot.gov/Safety/programs/safe-routes.shtm

Sheraton
Sand Key Resort
SPEED LIMIT
35

SECTION 06

Concept Plans

Concept Plans

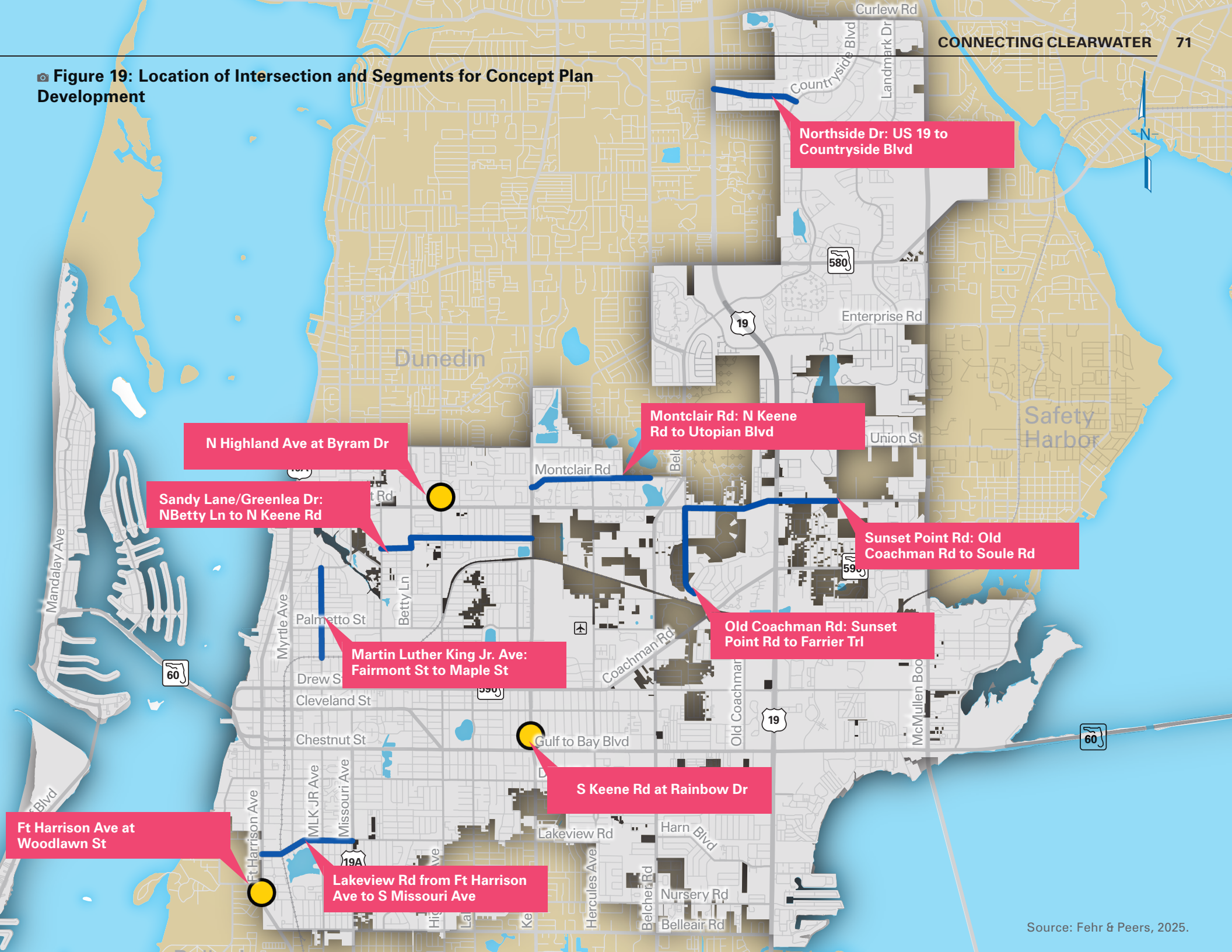
Concept plans were developed for 10 projects that received a high prioritization score, with a mixture of project types selected as shown in **Figure 19**. All projects would require additional coordination with the community to refine project details, detailed analysis to determine appropriate crossing treatments and intersection strategies, as well as more detailed engineering to refine project cost estimates. Full concept plans are provided in **Appendix D**. These materials are intended to be used to help support future grant applications. The cost estimates include more detailed planning and outreach, design, construction, and some maintenance costs over the expected life span of the project. Project locations where concept plans were developed include:

1. Ft. Harrison Avenue at Woodlawn Street
2. S Keene Road at Rainbow Drive
3. N Highland Avenue at Byram Drive
4. Lakeview Road: Ft. Harrison Avenue to S.Missouri Avenue
5. Sandy Lane/Greenlea Drive: N Betty Lane to N Keene Road
6. Martin Luther King Jr. Avenue: Fairmont Street to Maple Street
7. Montclair Road: N Keene Road to Utopian Boulevard
8. Old Coachman Road: Sunset Point Road to Farrier Trail
9. Sunset Point Road: Old Coachman Road to Soule Road
10. Northside Drive: US 19 to Countryside Boulevard

For each project, the following information is provided:

- **PRIORITIZATION SCORE**
- **BRIEF PROJECT DESCRIPTION**
- **KEY PROJECT FEATURES**
- **PROJECT LENGTH**
- **PLANNING LEVEL COST ESTIMATE**
- **POTENTIAL CONFLICTS**
- **COMMUNITY PARTNERS**
- **NEXT STEPS**

Figure 19: Location of Intersection and Segments for Concept Plan Development



Source: Fehr & Peers, 2025.

Countermeasure 101

The concepts shown in the following pages incorporate some proven transportation safety countermeasures that increase comfort for people walking and biking. The following describes a brief description of some of the design features shown on the concept plans.

Rectangular Rapid Flashing Beacon

FHWA Proven Safety Countermeasure

CMF Available

A rectangular rapid flashing beacon (RRFB) is a pedestrian-activated flashing light with signage to alert motorists of a pedestrian crossing. It improves safety by increasing the visibility of marked crosswalks and provides motorists a cue to slow down and yield to pedestrians.

Pedestrian Hybrid Beacon

FHWA Proven Safety Countermeasure

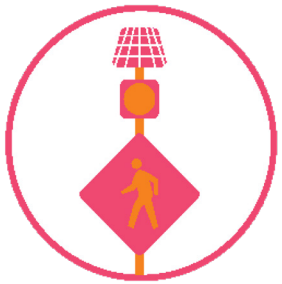
CMF Available

A pedestrian-hybrid beacon (PHB) notifies oncoming motorists to stop with a series of red and yellow lights. Unlike a traffic signal, the PHB rests in dark until a pedestrian activates it via pushbutton or other form of detection.

Advance Stop Bar

Stop lines placed in advance of pedestrian crossings increasing visibility of pedestrians and reducing crossing encroachment.

Flashing Beacon as Advance Warning

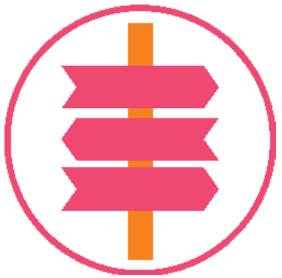


Device paired with signage can notify motorists of an upcoming intersection or crosswalk, providing additional reaction time.

Upgrade Intersection Pavement Markings

Upgrading intersection pavement markings can improve safety by increasing the visibility of intersections for drivers approaching and at the intersection.

Wayfinding



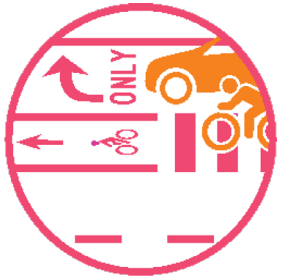
A network of signs that highlight nearby pedestrian and bicycle facilities and guide users to the most appropriate crossing locations.

FHWA's Proven Safety Countermeasures initiative is a collection of 28 countermeasures and strategies effective in reducing roadway fatalities and serious injuries. These countermeasures are noted below. Some countermeasures also have a crash modification factor (CMF) which is used the calculate the safety benefit of a strategy based on data collection and analysis.

Bicycles May Use Full Lane Sign

Signage that indicates cyclists may use the full lane, discouraging unsafe motorist passage.

Mixing Zone



Lane markings to delineate space for bicyclists and motorists within the same lane and indicate the intended path for bicyclists to reduce conflict with turning motor vehicles.

Two Stage Turn Queue Bike Box

Roadway treatment for left turns at signalized intersections from the right-side bike lane protecting bicyclists from traffic.

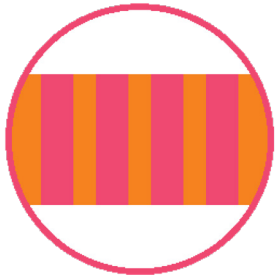
Co-locate Bus Stops and Pedestrian Crossings

Place bus stops and pedestrian crossings in close proximity to allow transit riders to cross the street safely.

Curb Extensions

A traffic calming measure that extends the sidewalk for a short distance at a crossing location to reduces the crossing distance and increase visibility.

High Visibility Crosswalk



Crosswalks made from high-visibility material, such as thermoplastic tape, instead of paint, improving safety by increasing the visibility of marked crosswalks.

Bicycle Crossing

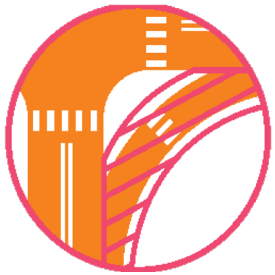
CMF Available

Green paint across an intersection that enhances bicycle safety and visibility.

Centerline Hardening

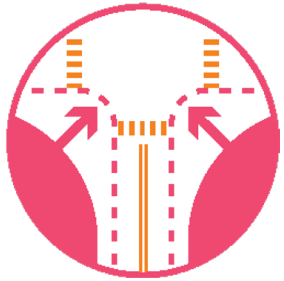
Physical elements on the centerline, like bollards and rubber curbs, that encourage slower vehicle turns.

Close Slip Lane



Modification of an intersection to remove the sweeping right turn lane resulting in shorter pedestrian crossings, reduced turning speeds, and better sight lines.

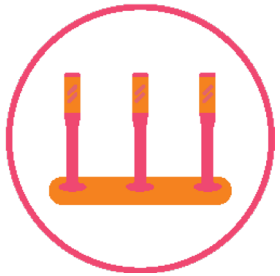
Curb Return Radius Reduction



CMF Available

This refers to the curvature of the curb line when two streets intersect. Reducing the size of the curb return radius can decrease the speed of turning vehicles and reduce the length of crossings.

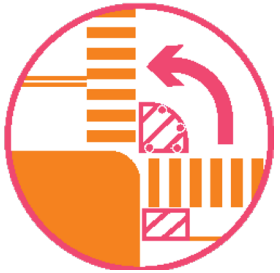
Delineators, Reflectors and/or Object Markers



CMF Available

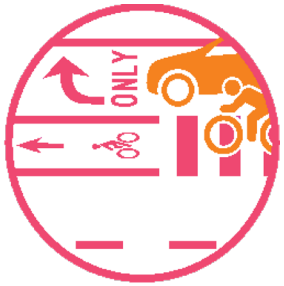
Devices that warn drivers of an approaching curve or fixed object providing additional reaction time to slow down.

Enhanced Day Lighting/Slow Turn Wedge



Paint and bollards that extend the curb and slow turns at intersections which increases safety by expanding driver field of vision and slowing vehicle travel.

Extend Bike Lane to Intersection



CMF Available

Where a bike lane is dropped due to a right turn lane, the intersection approach is restriped to allow for bicyclists to move to the left side of right turning vehicles ahead of reaching the intersection.

Green Conflict Striping

CMF Available

Dashed green markings in bike lanes near or through intersections increasing bicyclist visibility and identifying potential conflict points so both bicyclists and motorists use caution when traversing the area.

Hardened Median Nose Extension

An extension of the median nose can reduce pedestrian exposure and can improve the crossing experience of multi-lane roadways. Median noses that extend past the crosswalk protect people waiting in the median and slow turning drivers.

Mini-Roundabout

Mini circles use paint and soft hit posts to replace stop-controlled intersections with a circular design that slows traffic and eliminates left turns and reduces conflicts. Mini roundabouts use curb treatments for a more permanent installation.

Roundabout

FHWA Proven Safety Countermeasure

CMF Available

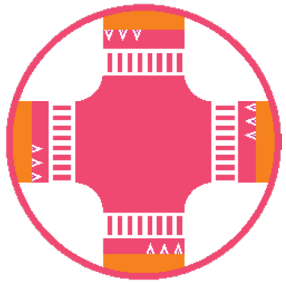
A circular non-signalized intersection where traffic flows in one direction that reduces conflict points.

Raised Crosswalk

CMF Available

Raised crosswalks are typically elevated 3-6 inches above the road or at sidewalk level and improves safety by increasing crosswalk and pedestrian visibility and slowing down motorists.

Raised Intersection



Elevates the intersection to bring vehicles to the sidewalk level. Serves as a traffic calming measure by extending the sidewalk context across the road.

Raised Median

FHWA Proven Safety Countermeasure

CMF Available

Curbed sections in the center of the roadway that are physically separated from vehicular traffic. Raised medians can also help control access to and from side streets and driveways, reducing conflict points.

Refuge Island

FHWA Proven Safety Countermeasure

CMF Available

Provides a raised barrier in the center of the roadway restricting certain turning movements and providing a place for pedestrians to wait if they are unable to finish crossing the intersection. It reduces the number of potential conflict points and the exposure of pedestrians crossing the roadway.

Straighten Crosswalk

Alignment of crosswalks to be perpendicular to the sidewalk, reducing pedestrian cross time and increasing sight lines.

Appropriate Speed Limits

FHWA Proven Safety Countermeasure

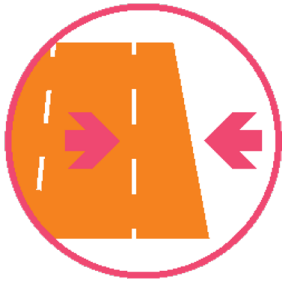
CMF Available

Setting speed limits to reflect the surrounding context of the roadway and that meet with driver expectations can help improve driver respect for speed limits.

Landscape Buffer

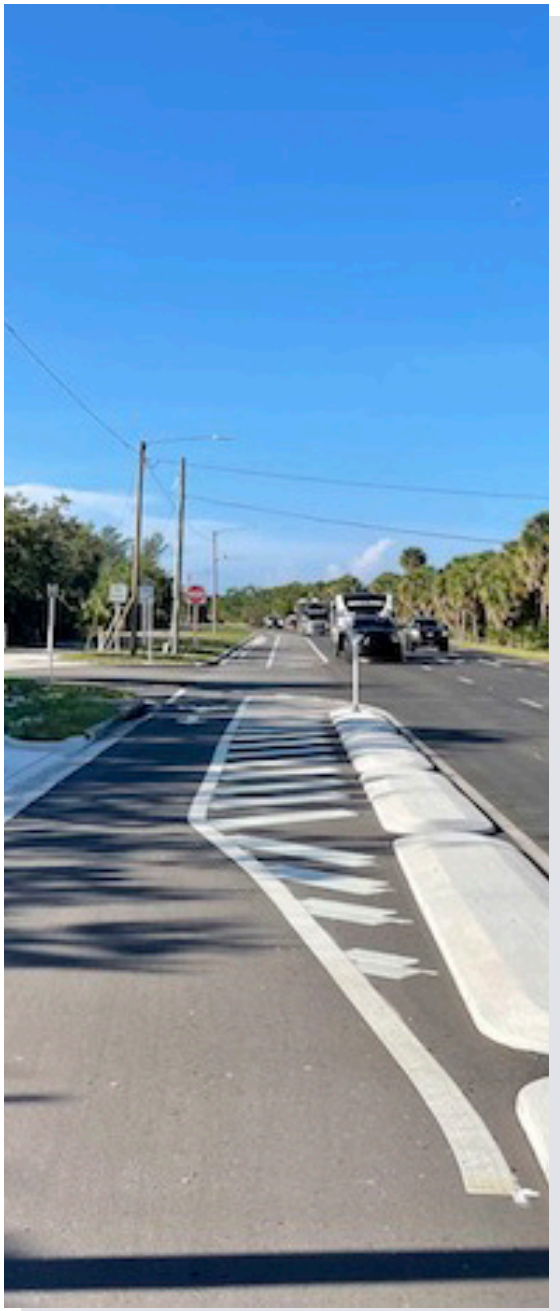
Landscape separating drivers from bicyclists and pedestrians increases space between the modes and can produce a traffic calming effect by encouraging drivers to drive at slower speeds.

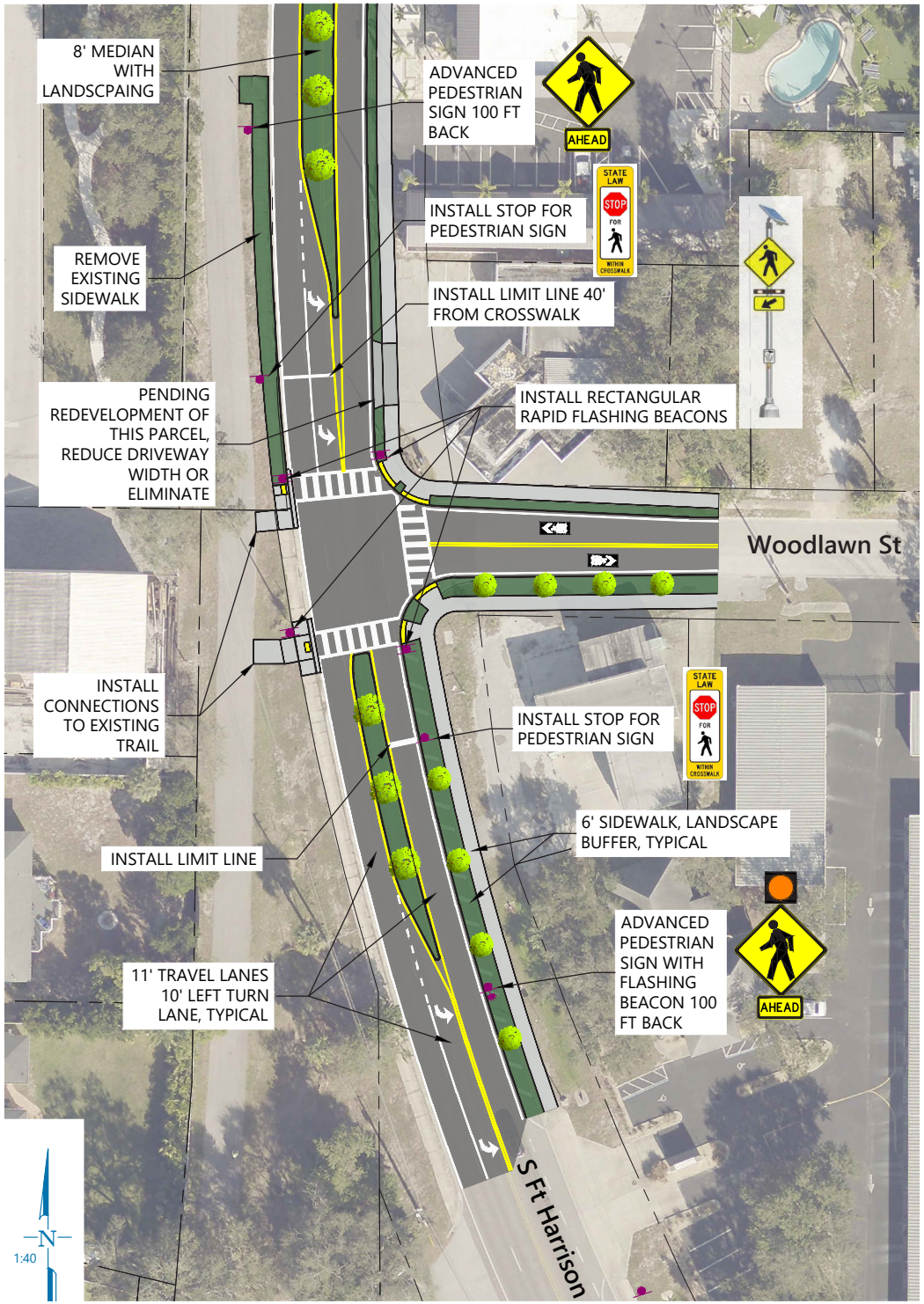
Lane Narrowing



Lane narrowing can encourage motorists to travel at slower speeds, which can reduce the severity of crashes.

Inspiration from Around the Bay





CONCEPT 1

S Ft. Harrison Avenue at Woodlawn Street

PRIORITIZATION SCORE 77.7

BRIEF PROJECT DESCRIPTION

High Visibility Crosswalk and Rectangular Rapid Flashing Beacon (RRFB)

KEY PROJECT FEATURES

As a part of the Ft. Harrison Avenue corridor reconstruction project, there are opportunities to enhance access across Ft. Harrison Avenue to access trail facilities. The project would include adding landscaped medians and a landscape buffer between the sidewalk and travel lane.

PLANNING LEVEL COST ESTIMATE $1,363,000

POTENTIAL CONFLICTS

There are utilities along the corridor that would need to be relocated to support curb ramp modifications. Improvements are recommended to be implemented concurrently with overall reconstruction project that would replace water and sewer systems along the corridor.

COMMUNITY PARTNERS

Potential partners include Forward Pinellas that may fund a portion of construction through a Forward Pinellas Transportation construction grant.

NEXT STEPS

The parcels on the northeast side of the intersection are zoned multifamily resident and there may be an opportunity to incorporate improvements on Woodlawn Street connecting to the intersection as part of a future development project.

CONCEPT 2

S Keene Road at Rainbow Drive

PRIORITIZATION SCORE 72.2

BRIEF PROJECT DESCRIPTION

High Visibility Crosswalk and Pedestrian Hybrid Beacon (PHB).

KEY PROJECT FEATURES

Rainbow Drive is identified as a low stress route parallel to Gulf to Bay Boulevard. Provision of a PHB on Keene Road at Rainbow Drive would provide a more direct crossing as people are unlikely to travel a quarter mile out of direction to cross at Gulf to Bay, which is a high-crash location for all travel modes. A similar treatment is proposed at Turner Street to provide a lower stress east-west route south of Gulf to Bay Boulevard.

PLANNING LEVEL COST ESTIMATE $441,000

POTENTIAL CONFLICTS

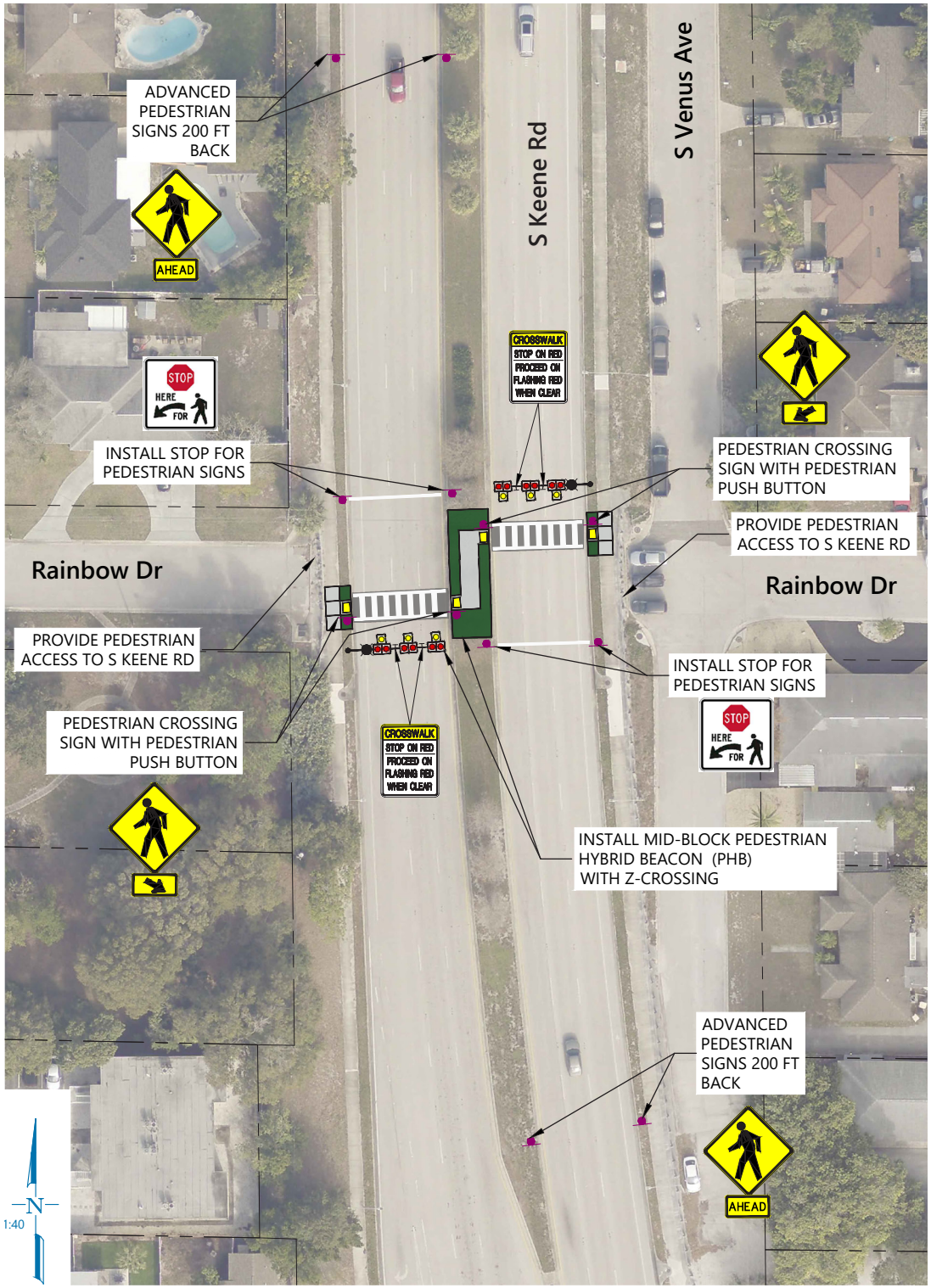
This crossing is located approximately 600 feet north of the Keene Road at Gulf to Bay Boulevard intersection and there may be concerns related to vehicle queues at the crossing extending to Gulf to Bay and further analysis would be necessary.

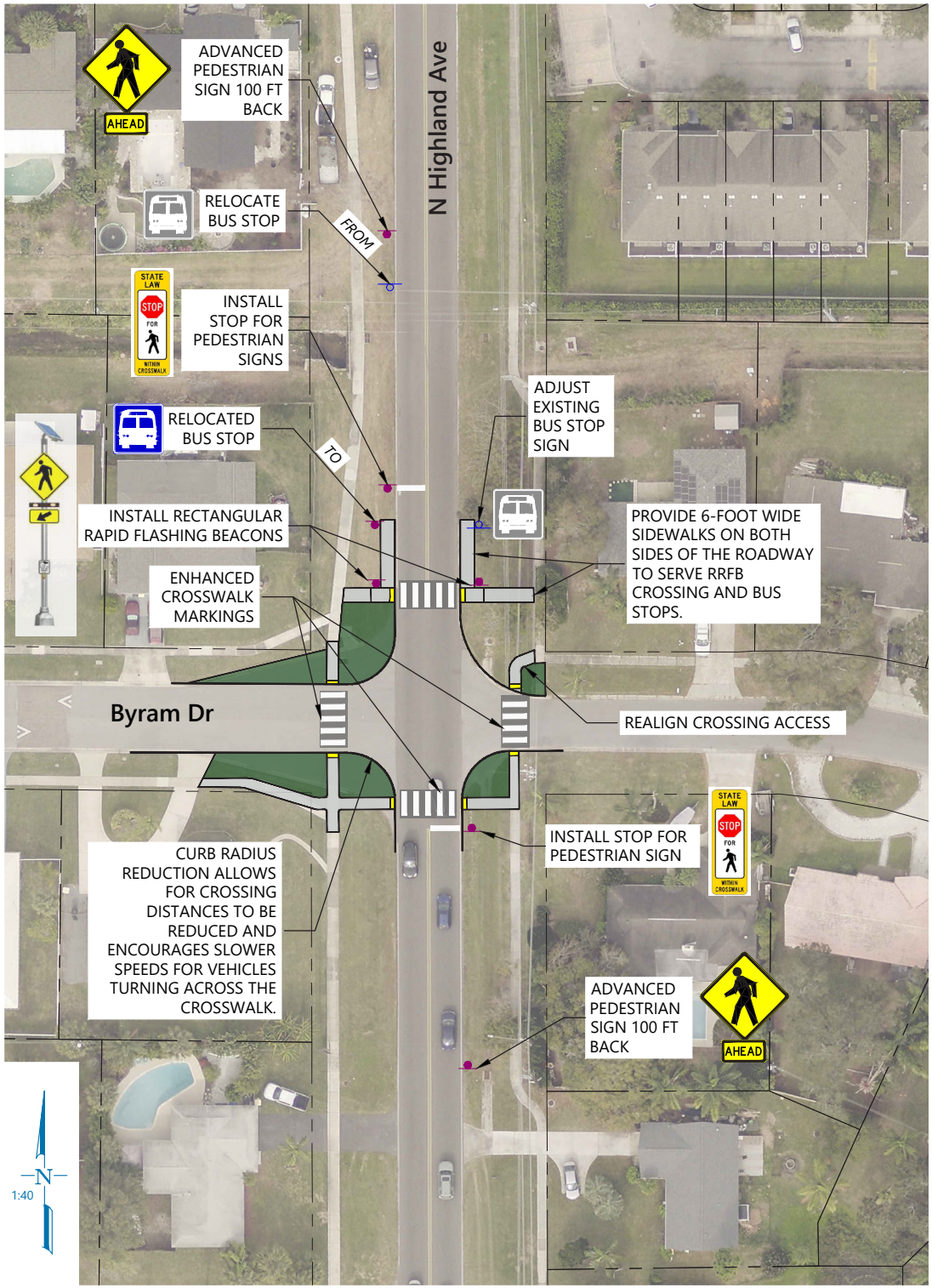
COMMUNITY PARTNERS

Pinellas County and the Florida Department of Transportation would be key partners as the resulting signal would need to be interconnected with the signal at Gulf to Bay Boulevard.

NEXT STEPS

The Florida Department of Transportation is currently conducting a corridor study of SR 60 (Gulf to Bay) with a goal of enhancing multimodal access and connectivity and improving safety outcomes. This treatment should be considered as a potential off-system enhancement that would divert pedestrian and bicycle travel from the state highway system to lower stress facilities.





CONCEPT 3

N Highland Avenue at Byram Drive

PRIORITIZATION SCORE 77.8

BRIEF PROJECT DESCRIPTION

High Visibility Crosswalk and Rectangular Rapid Flashing Beacon (RRFB)

KEY PROJECT FEATURES

Although there are sidewalks on both sides of the street, and transit stops on both sides of the street, there are not crossing treatments for people on one side of the street to support access to transit stops on the other side of the street, limiting access, particularly for those who may have mobility challenges. The project would add high visibility crosswalks, ADA complaint curb ramps, and relocation of the transit stop on the east side of the street to be closer to future crossing. This project would enhance neighborhood connectivity and access to transit.

PLANNING LEVEL COST ESTIMATE $505,000

POTENTIAL CONFLICTS

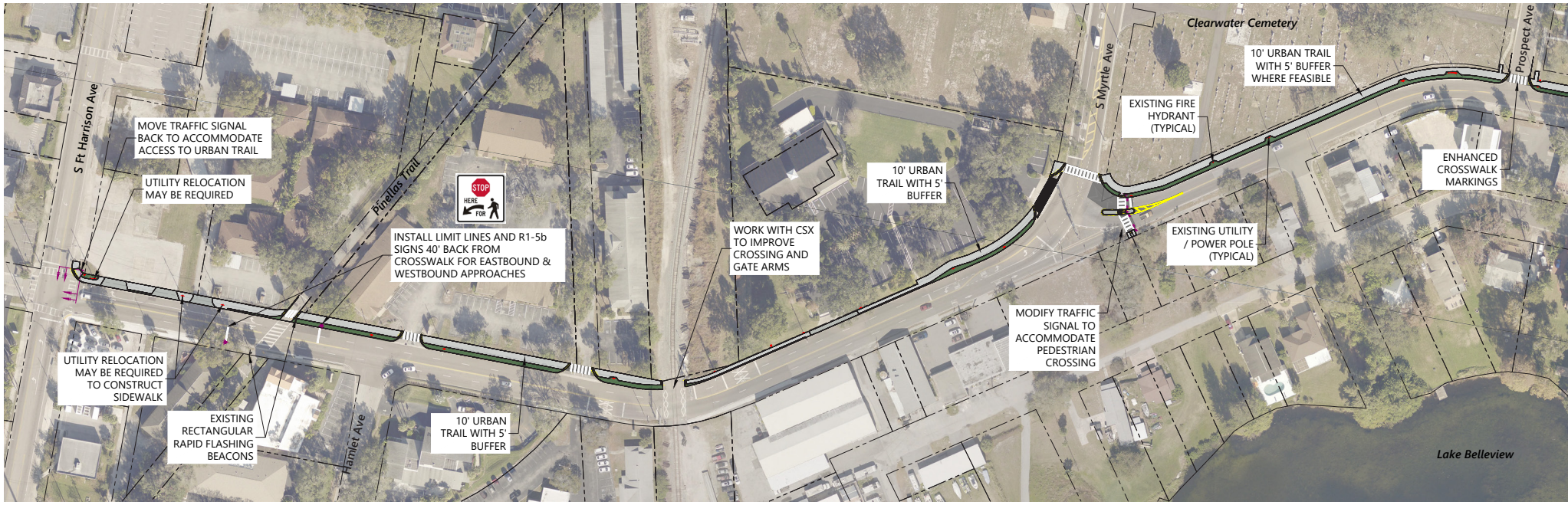
There may be drainage considerations that may limit the ability of this project to be constructed as a low-cost quick build project.

COMMUNITY PARTNERS

Coordination with PSTA related to the transit stop locations would be required

NEXT STEPS

Widening the sidewalk to urban trail standards is identified for this segment of N Highland Avenue, with the potential for this improvement to be constructed as a pilot project while a larger corridor project is planned and designed.



CONCEPT 4

Lakeview Road: Ft Harrison Avenue to S Missouri Avenue

PRIORITIZATION SCORE	84.8

BRIEF PROJECT DESCRIPTION

Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.

PROJECT LENGTH	0.75 Miles
PLANNING LEVEL COST ESTIMATE	$2,463,000

KEY PROJECT FEATURES

Project includes closing existing sidewalk gaps and where there is sidewalk, widening to at least 10 feet with a landscape buffer between the sidewalk and vehicular travel way. To accommodate an urban trail, relocation of utilities and traffic signal equipment may be necessary at some locations along the corridor. Add crossing of Lakeview Road at Myrtle Avenue to accommodate access across Lakeview Road. Evaluate potential to reduce turn radii at intersections along the corridor to slow the speed of vehicles turning and decrease the crossing distance for people crossing the street. Realign crosswalks at Missouri Avenue and evaluate signal timing and phasing to reduce conflicts between people crossing the street and people driving. Install a rectangular rapid flashing beacon at the existing school crossing.

Project would provide an improved connection between Belleair Elementary School and the Pinellas Trail.

POTENTIAL CONFLICTS

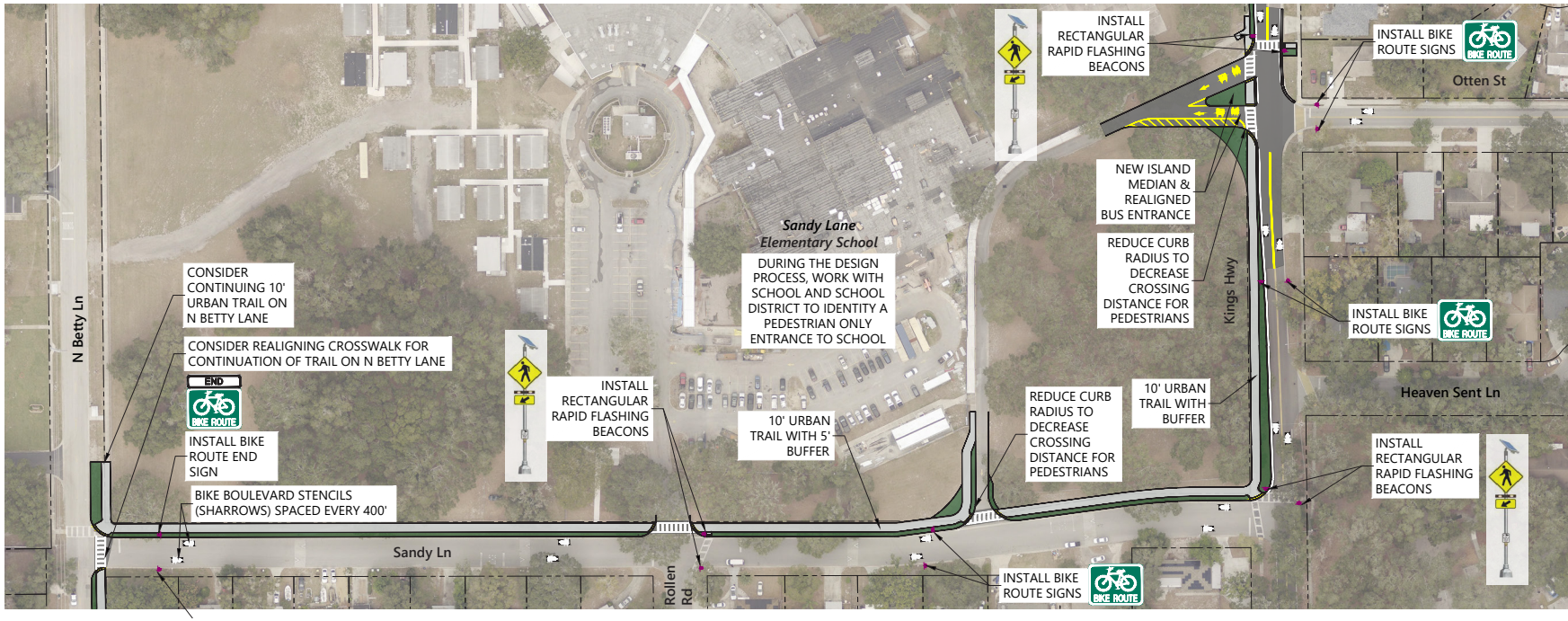
There are utilities that would need to be relocated to support the construction of an urban trail on the western end of the corridor, and the potential for encroachment of the trail into the Clearwater Cemetery that would need to be further evaluated. At the railroad crossing, additional safety treatments may be necessary.

COMMUNITY PARTNERS

Coordination with CSX railways may be necessary to make improvements at the railroad crossing. Coordination with FDOT may be required for improvements at Missouri Avenue.

NEXT STEPS

There are no projects along the corridor identified in the City's 2024/2025 Capital Improvement Budget. As this project would improve access to a public school, the city could explore use of Safe Routes to School planning grants as well as Forward Pinellas Planning Grants to further refine the project parameters before programming for construction.



CONCEPT 5

Sandy Lane/Greenlea Drive: N Betty Lane to N Keene Road

PRIORITIZATION SCORE	75

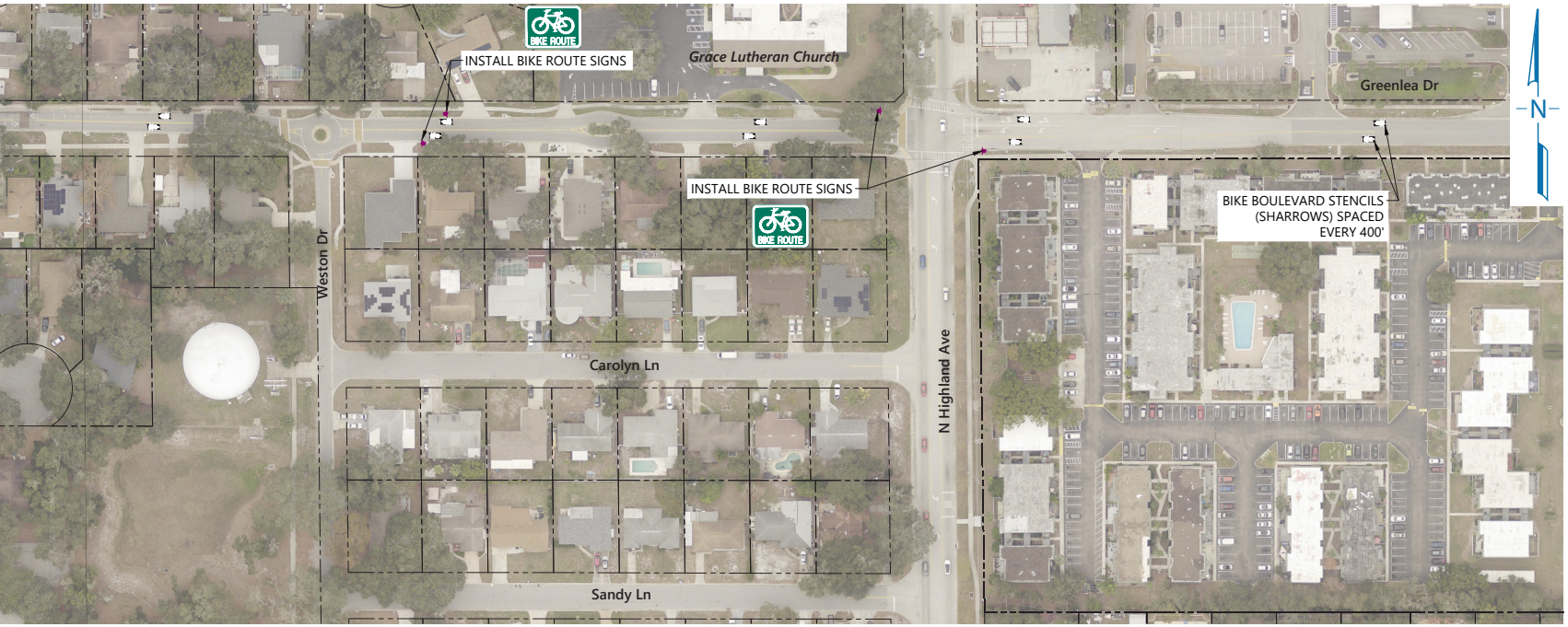
BRIEF PROJECT DESCRIPTION

Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.

PROJECT LENGTH	1.33 Miles
PLANNING LEVEL COST ESTIMATE	$3,417,000

KEY PROJECT FEATURES

Evaluate potential to widen sidewalk on north side of Sandy Lane to urban trail standards to better connect to potential urban trail segments on Betty Lane. These improvements are aimed at improving neighborhood access to Sand Lane Elementary school and ultimately Calvin Hunsinger School once improvements are made along Betty Lane. Evaluate the potential to install rectangular rapid flashing beacons at existing crossings in the area, including at Rollen Road, Kings Highway and Otten Street. At school driveways, evaluate the potential to reduce curb radii (while still accommodating school buses) to reduce the crossing distance as well as increase the amount of pervious surface to aid with community drainage. Along Sandy Lane, Kings Highway, Otten Street and Greenlea Drive, install shared lane markings and signage to designate as a neighborhood greenway. As part of project refinements, the need for additional traffic calming should be explored. At the intersection of Keene Road, evaluate the potential to install a pedestrian hybrid beacon or other crossing treatment to connect the area across Keene Road.



POTENTIAL CONFLICTS

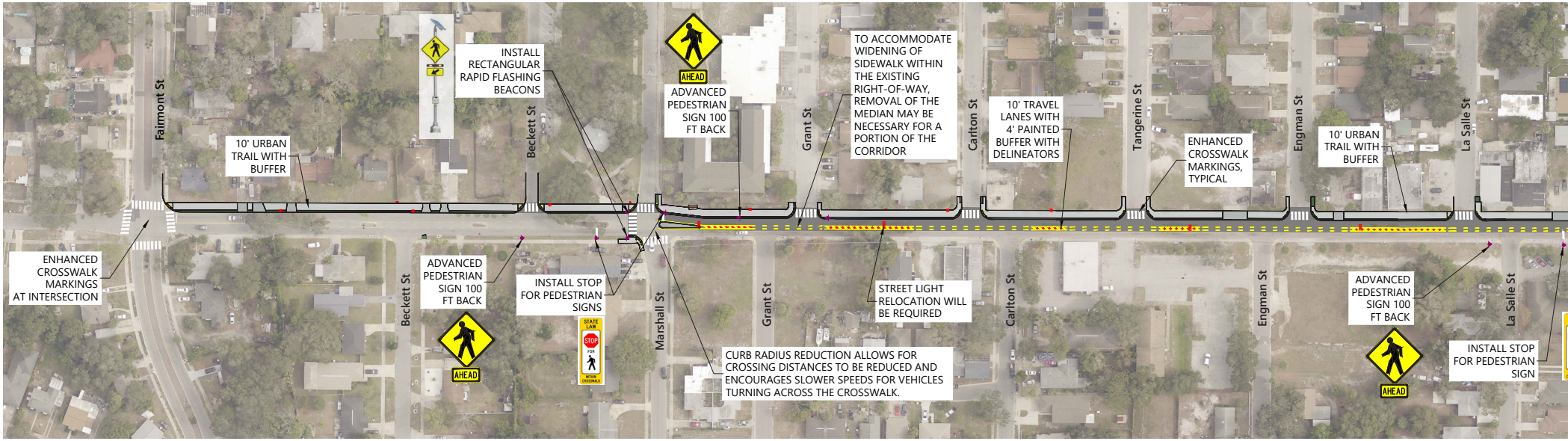
Some utility relocation may be necessary to support the widening of the sidewalk to urban trail standards along the school frontage.

COMMUNITY PARTNERS

Coordination with Pinellas County may be required for improvements at Keene Road.

NEXT STEPS

There are no projects along the corridor identified in the City's 2024/2025 Capital Improvement Budget. As this project would improve access to a public school, the city could explore use of Safe Routes to School planning grants as well as Forward Pinellas Planning Grants to further refine the project parameters before programming for construction.



CONCEPT 6

Martin Luther King Jr. Avenue: Fairmont Street to Maple Street

PRIORITIZATION SCORE	87.8

BRIEF PROJECT DESCRIPTION

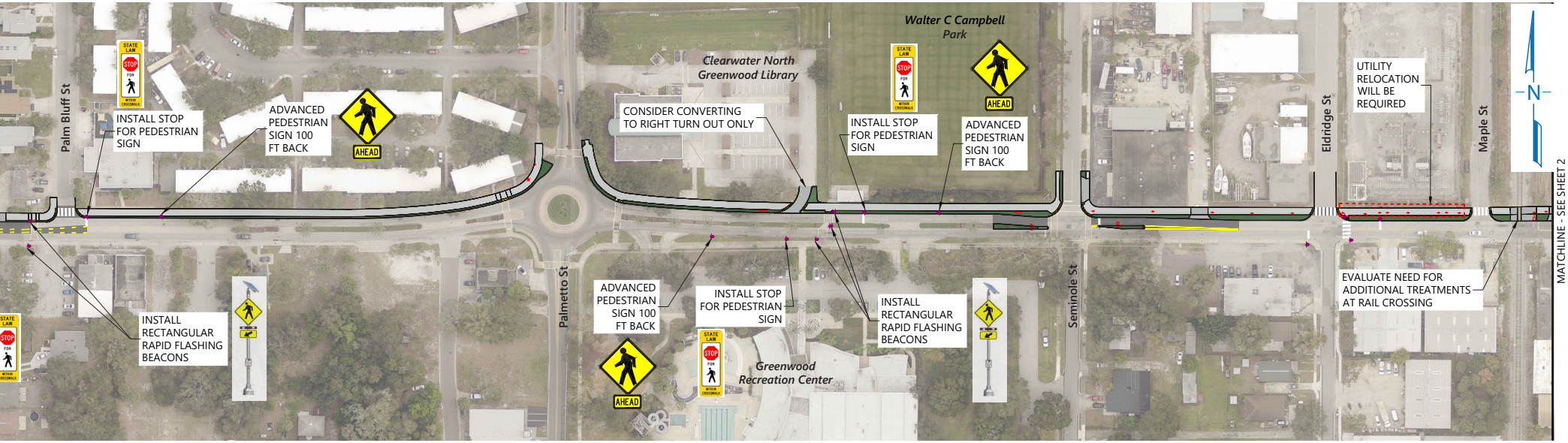
Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane on a portion of the corridor

PROJECT LENGTH	0.75 Miles
PLANNING LEVEL COST ESTIMATE	$8,221,000

KEY PROJECT FEATURES

Project includes constructing an urban trail on at least one side of the street, with a landscape buffer between the sidewalk and vehicular travel way where right-of-way permits. High visibility crosswalks would also be provided at intersections along the corridor. In several areas, there are buildings up to the existing back of sidewalk. To widen the sidewalk, it would be necessary to remove the center lane to widen the sidewalk towards the street. In doing so, this could create opportunities to provide several chicanes along the corridor, which have a proven speed management effect. Wayfinding to key destinations should be incorporated into the final design and coordinated at a city-wide level to ensure consistency in design and spacing.

This corridor also connects to Palmetto Street, where an urban trail has also been identified.



POTENTIAL CONFLICTS

The right-of-way is constrained, and while the concept includes strategies to minimize the need to acquire right-of-way, an updated survey and detailed engineering would be required to determine if right-of-way is required. Where there is insufficient right-of-way to construct an urban trail, opportunities to provide shared lane markings and additional traffic calming along the corridor could be explored as part of a corridor planning process.

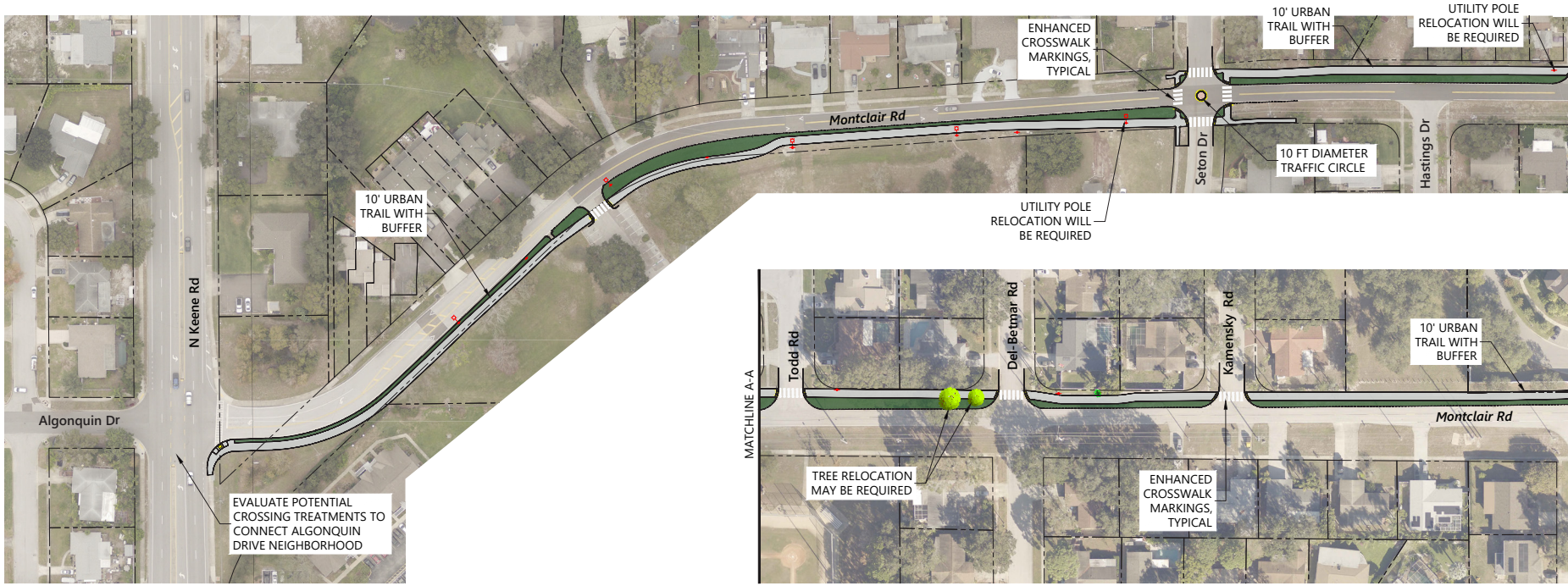
There are also utilities along the corridor that may need to be relocated or potentially undergrounded as part of a separate project.

COMMUNITY PARTNERS

There are numerous bus stops along the corridor and coordination with PSTA is recommended to determine if there are opportunities to relocate bus stops to better serve the corridor, and incorporate enhanced transit amenities, including bus shelters.

NEXT STEPS

The segment of the project between Fairmont Street and Maple Street is located within the North Greenwood Community Redevelopment Area (CRA) and there may be opportunities to implement through CRA planning and funding efforts. There could also be an opportunity for the CRA to upgrade lighting and streetscape along the corridor.



CONCEPT 7

Montclair Road: N Keene Road to Belcher Road and Old Coachman Road from Belcher Road to Sunset Point Road

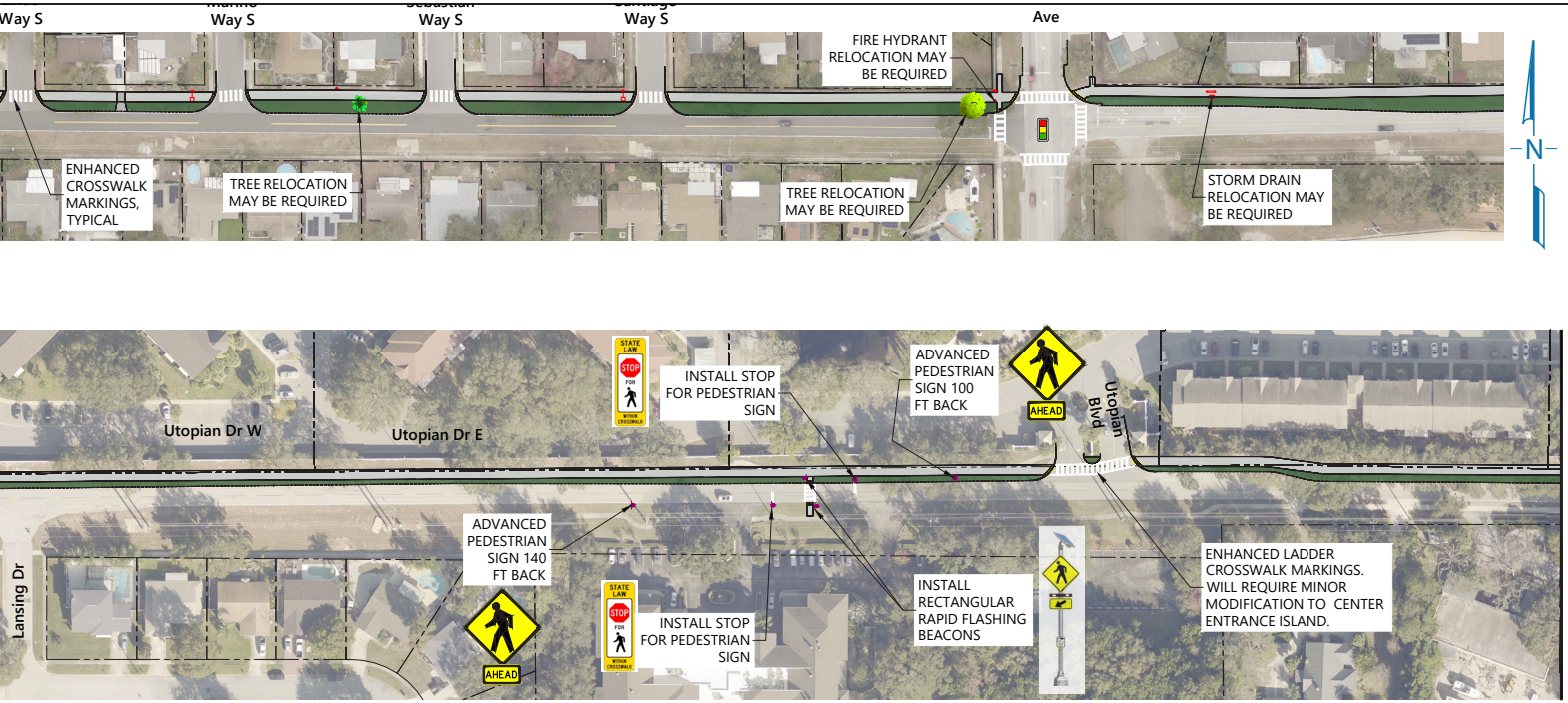
PRIORITIZATION SCORE	75
PROJECT LENGTH	1.5 Miles
PLANNING LEVEL COST ESTIMATE	$10,235,000

BRIEF PROJECT DESCRIPTION

Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections. Where possible, widen sidewalks to urban trail Standards.

KEY PROJECT FEATURES

Segment is part of a larger east-west route parallel to Sunset Point Road. At Keene Road, a pedestrian hybrid beacon along with a high-visibility crosswalk would be provided. Evaluate the potential to provide a pedestrian signal or pedestrian hybrid beacon along with enhanced crosswalk markings. Where feasible, the sidewalk would be widened to urban trail standards. Shared lane markings would also be provided along the corridor, including the potential for neighborhood traffic circles. At Belcher Road, crossing enhancements would be provided, connecting to a new sidewalk on the east side of Old Coachman Road, connecting to a future urban trail on Old Coachman Road south of Sunset Point Road, and a new urban trail on Sunset Point Road, connecting to the Duke Energy Trail.



POTENTIAL CONFLICTS

The right-of-way is constrained along the Old Coachman Road segment of the corridor. An opportunity to repurpose some turn lane capacity was identified, but additional traffic analysis would be needed. Some tree removal and utility relocation may be required. In the near-term, there could be an opportunity to implement traffic calming to lower the speed limit to designate Montclair Road as a neighborhood greenway, with additional intersection treatments. The potential for tree removal along the corridor would also need to be evaluated.

COMMUNITY PARTNERS

The county would be a key partner in the implementation of this improvement, as well as Forward Pinellas.

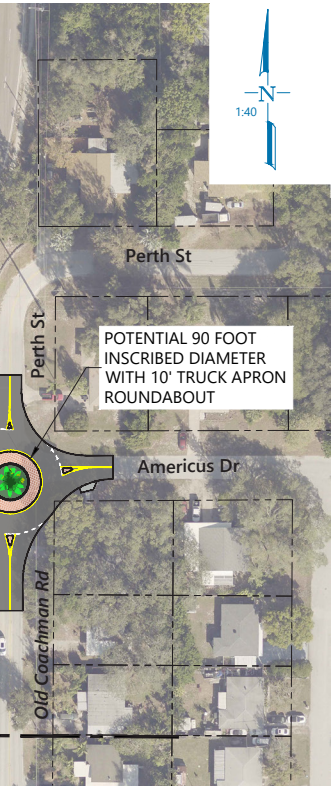
NEXT STEPS

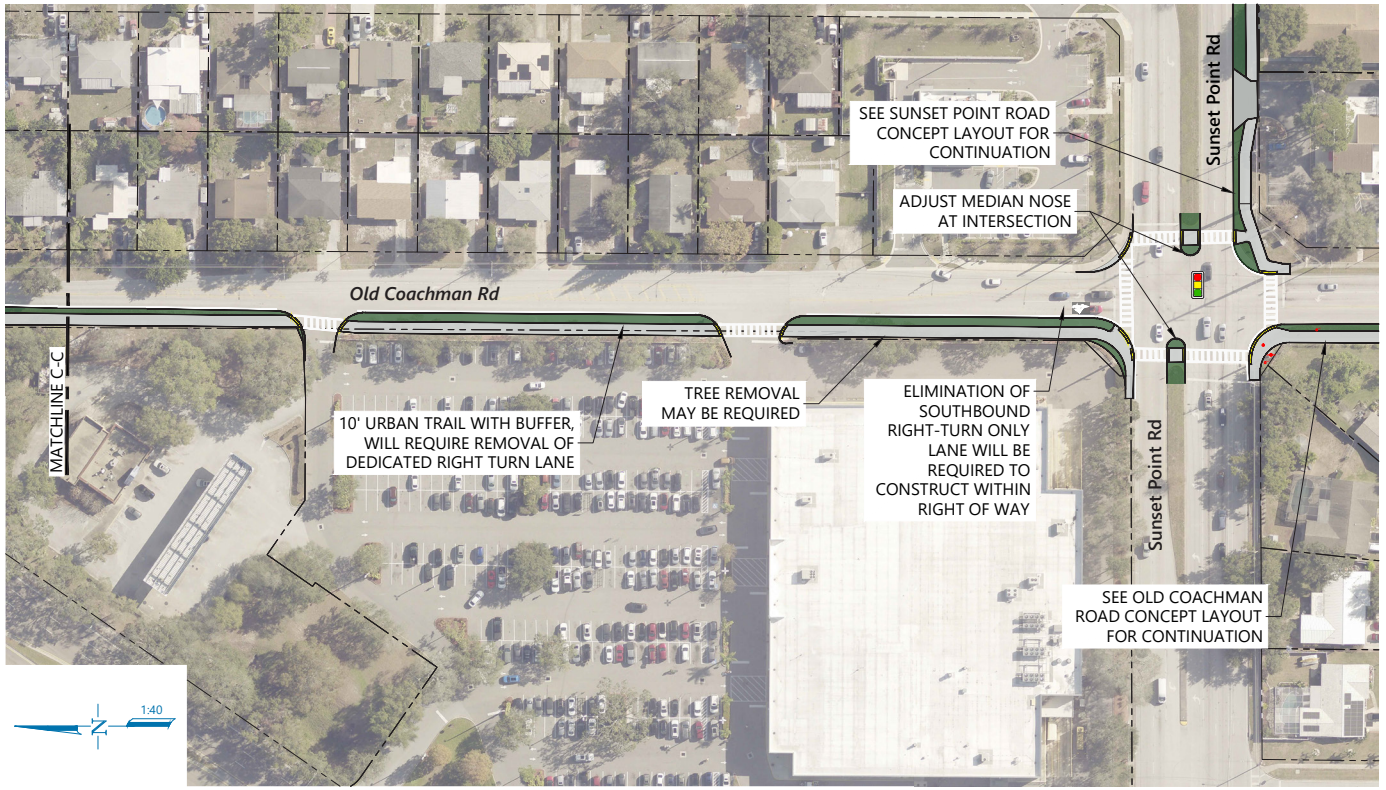
This project is included in the Forward Pinellas Active Transportation Plan as a priority project for regional implementation. As the concept is refined, there may be additional opportunities to add crossing and intersection treatments.

CONCEPT 7

Montclair Road: N Keene Road to Belcher Road and Old Coachman Road from Belcher Road to Sunset Point Road

(Continued)


N
1:40
Perth St
Perth St
POTENTIAL 90 FOOT INSCRIBED DIAMETER WITH 10' TRUCK APRON ROUNDABOUT
Americus Dr
Old Coachman Rd


SEE SUNSET POINT ROAD CONCEPT LAYOUT FOR CONTINUATION
ADJUST MEDIAN NOSE AT INTERSECTION
Sunset Point Rd
Old Coachman Rd
MATCHLINE C-C
10' URBAN TRAIL WITH BUFFER, WILL REQUIRE REMOVAL OF DEDICATED RIGHT TURN LANE
TREE REMOVAL MAY BE REQUIRED
ELIMINATION OF SOUTHBOUND RIGHT-TURN ONLY LANE WILL BE REQUIRED TO CONSTRUCT WITHIN RIGHT OF WAY
Sunset Point Rd
SEE OLD COACHMAN ROAD CONCEPT LAYOUT FOR CONTINUATION
N
1:40

CONCEPT 8

Old Coachman Road: Sunset Point Road to Farrier Trail

PRIORITIZATION SCORE	75
PROJECT LENGTH	0.75 Miles
PLANNING LEVEL COST ESTIMATE	$8,004,000

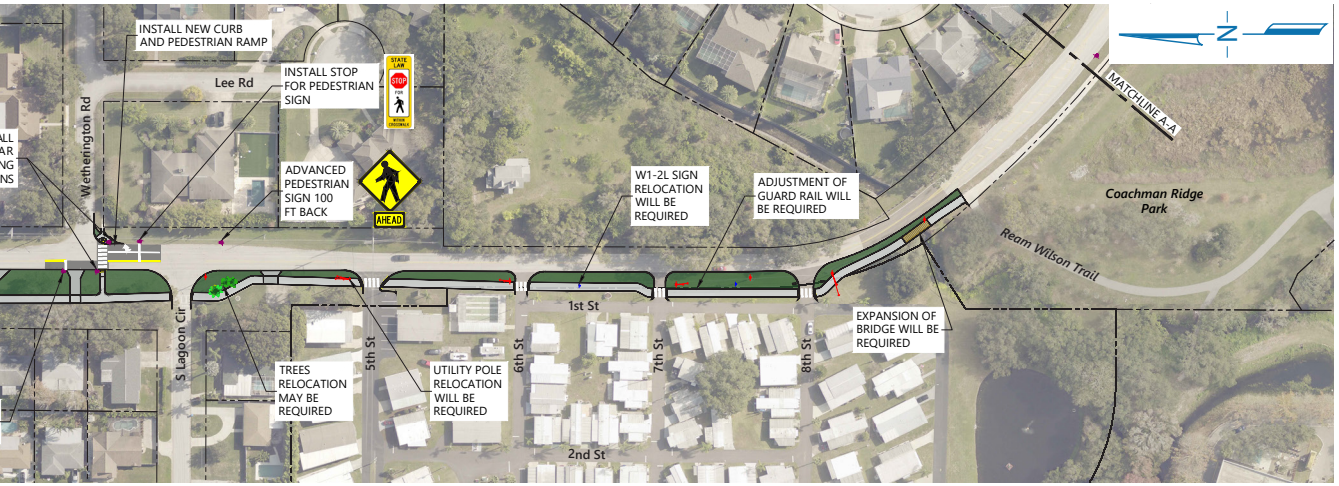
BRIEF PROJECT DESCRIPTION

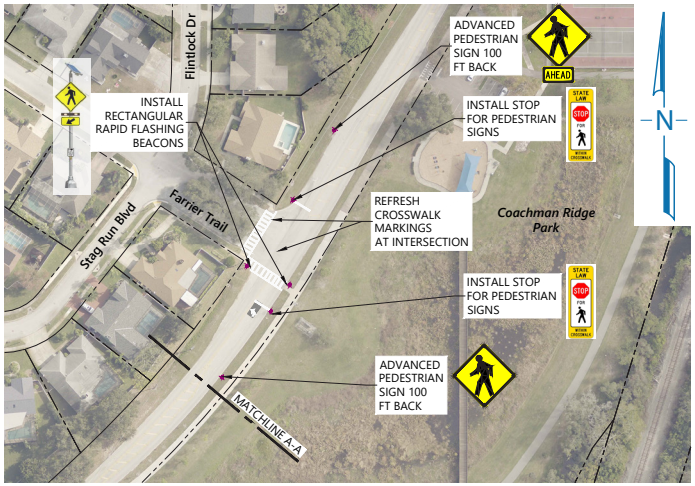
Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.

KEY PROJECT FEATURES

Widen existing sidewalk on west side of the street to provide a 12-foot wide urban trail, continuing the cross-section from where the Ream Wilson Trail intersects with Old Coachman Road. At the intersection of Farrier Trail, install a rectangular Rapid Flashing Beacon (RRFB). Based on more detailed engagement with the community, install additional crossings of Old Coachman Road to improve access from other neighborhoods to the trail; concept depicts at Vanderbilt Drive and Wetherington Road as there are sidewalks that connect to Old Coachman Road. Improvements would also need to be provided at the intersection of Sunset Point Road.

Project would provide an improved connection to the Long Center, the Ream Wilson Trail and the Duke Energy Trail.





POTENTIAL CONFLICTS

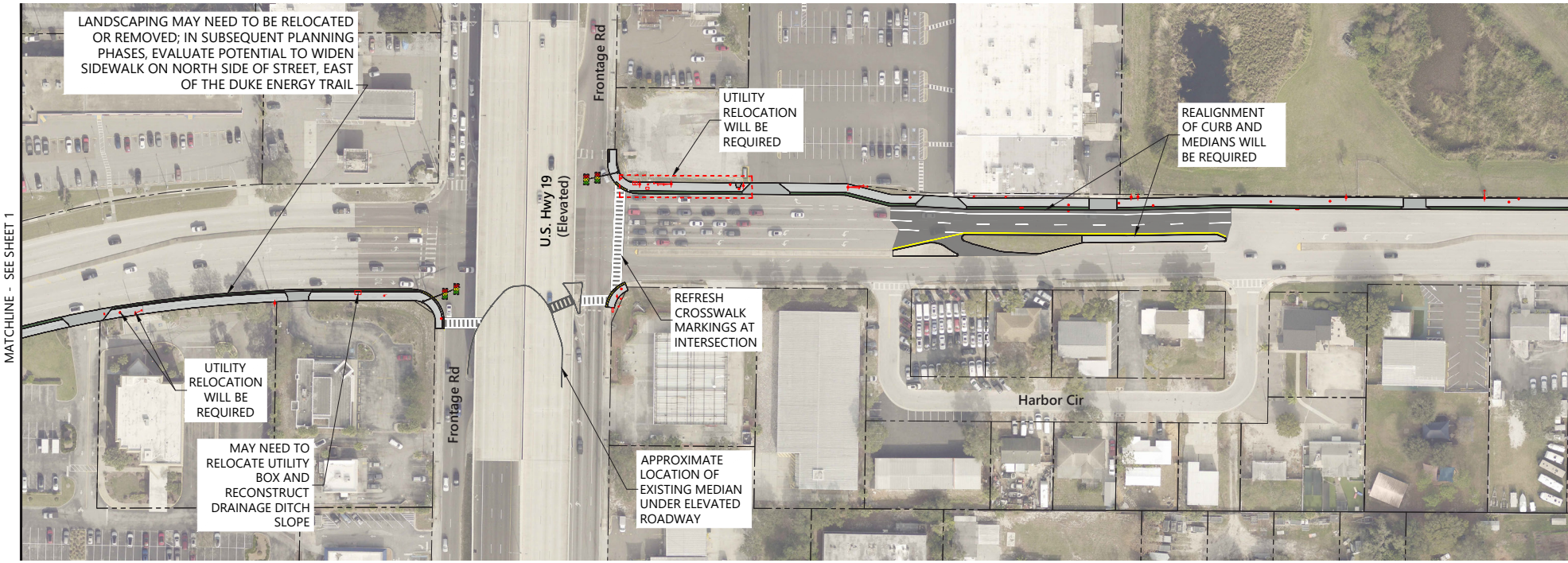
Generally sufficient right-of-way, but there are some utility poles that may need to be relocated.

COMMUNITY PARTNERS

Coordination with Pinellas County would be needed as Old Coachman Road is a county road. Additional analysis would be needed to determine the best location for additional controlled crossings along the corridor, as well as community engagement.

NEXT STEPS

This is a project of regional significance, and and collaboration with Pinellas County and Forward Pinellas should be conducted to advance further planning and design.



CONCEPT 9

Sunset Point Road: Old Coachman Road to Soule Road

PRIORITIZATION SCORE	73.3

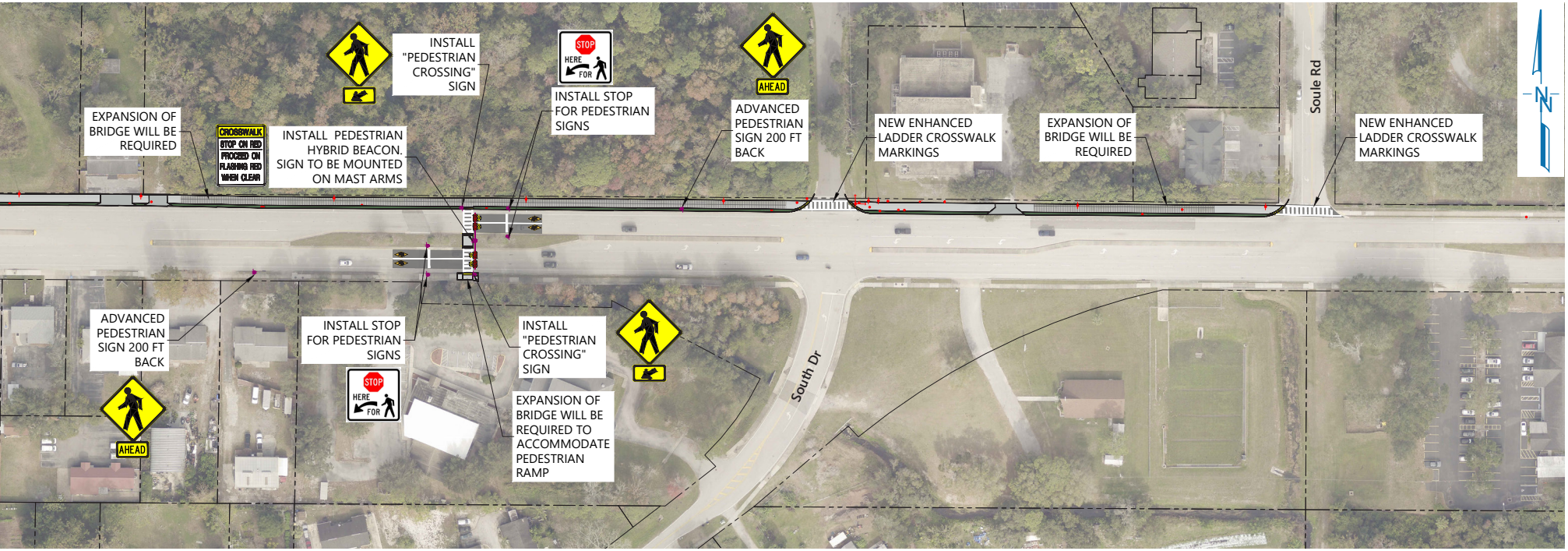
BRIEF PROJECT DESCRIPTION

Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.

PROJECT LENGTH	1.25 Miles
PLANNING LEVEL COST ESTIMATE	$10,292,000

KEY PROJECT FEATURES

Project would widen the sidewalk on one side of the street to better accommodate people walking and biking; there is also an opportunity to widen the existing on-street bike lane the next time the roadway is resurfaced through the narrowing of travel lanes. To improve access to transit, additional marked and controlled crosswalks should be considered at regular intervals along the corridor. Project would provide an improved connection to the Duke Energy Trail. As part of more detailed corridor concept planning, considering shifting trail to north side of street and conduct analysis to determine if a pedestrian hybrid beacon is a more appropriate crossing treatment.



POTENTIAL CONFLICTS

Right-of-Way is constrained on portions of the corridor, including existing building that may prevent sidewalk widening without roadway reconfiguration.

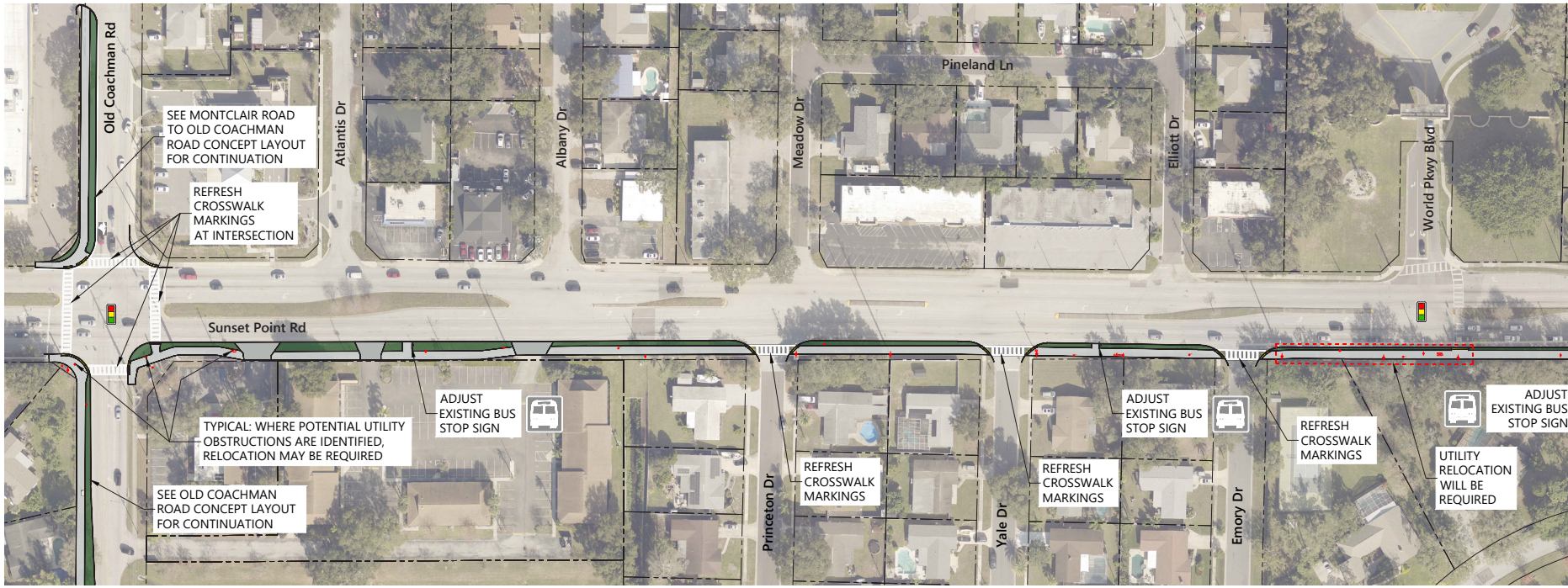
COMMUNITY PARTNERS

Coordination with Pinellas County would be needed as Sunset Point Road is a county road.

NEXT STEPS

Work with the county to identify opportunities to add this project to the overall county work program.

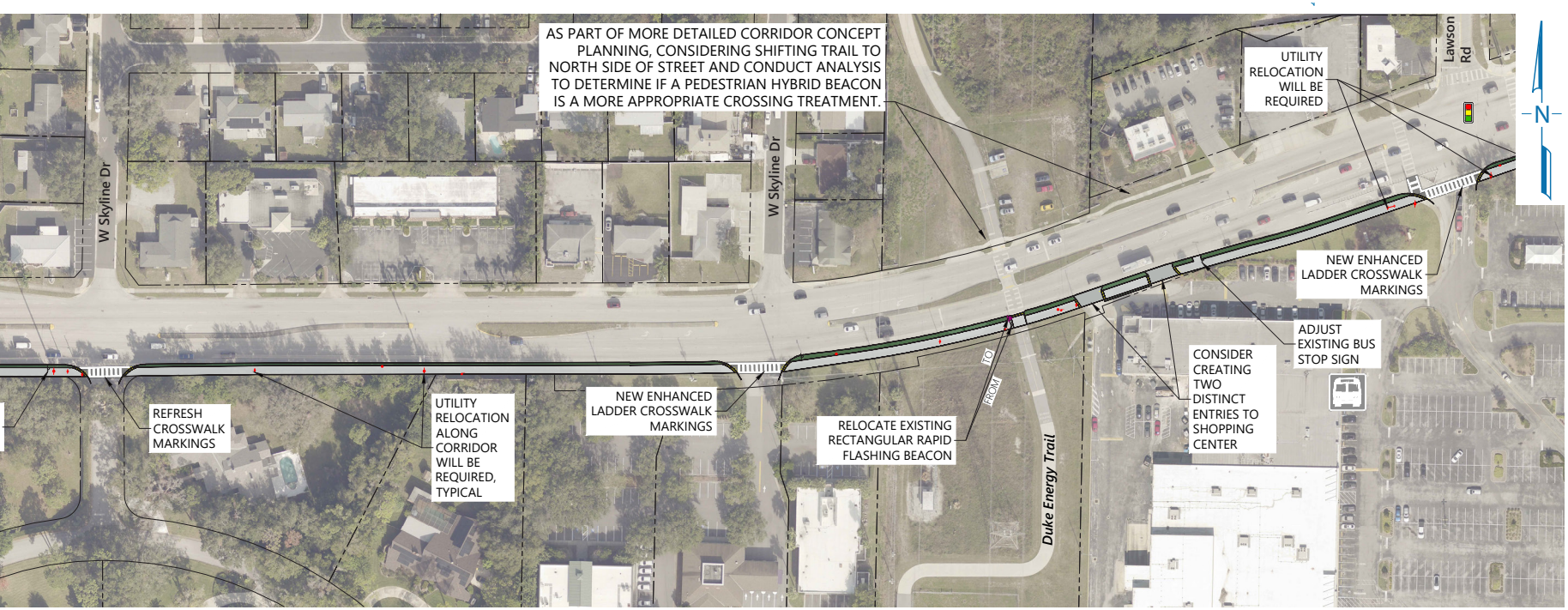
(See next page for continuuation of Concept Plan)

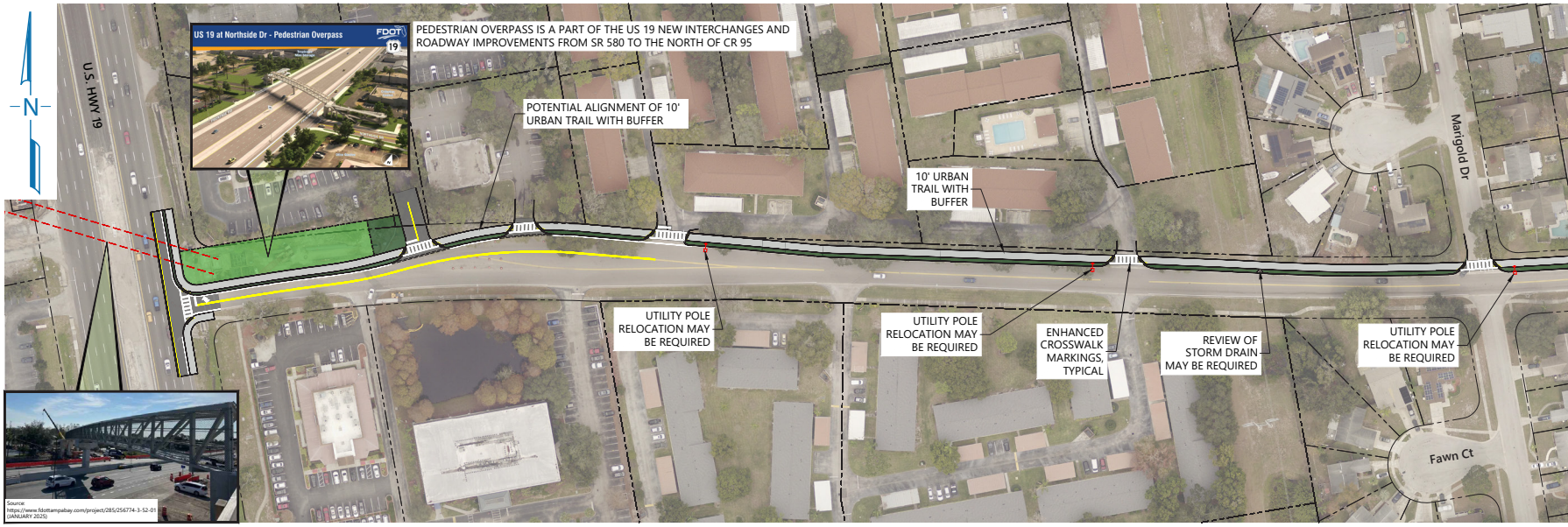


CONCEPT 9

Sunset Point Road: Old Coachman Road to Soule Road

(Continued. See previous page for concept plan details.)


AS PART OF MORE DETAILED CORRIDOR CONCEPT PLANNING, CONSIDERING SHIFTING TRAIL TO NORTH SIDE OF STREET AND CONDUCT ANALYSIS TO DETERMINE IF A PEDESTRIAN HYBRID BEACON IS A MORE APPROPRIATE CROSSING TREATMENT.
UTILITY RELOCATION WILL BE REQUIRED
Lawson Rd
N
W Skyline Dr
W Skyline Dr
NEW ENHANCED LADDER CROSSWALK MARKINGS
ADJUST EXISTING BUS STOP SIGN
CONSIDER CREATING TWO DISTINCT ENTRIES TO SHOPPING CENTER
REFRESH CROSSWALK MARKINGS
UTILITY RELOCATION ALONG CORRIDOR WILL BE REQUIRED, TYPICAL
NEW ENHANCED LADDER CROSSWALK MARKINGS
RELOCATE EXISTING RECTANGULAR RAPID FLASHING BEACON
TO
FROM
Duke Energy Trail



CONCEPT 10

Northside Drive: US 19 to Countryside Boulevard

PRIORITIZATION SCORE	85

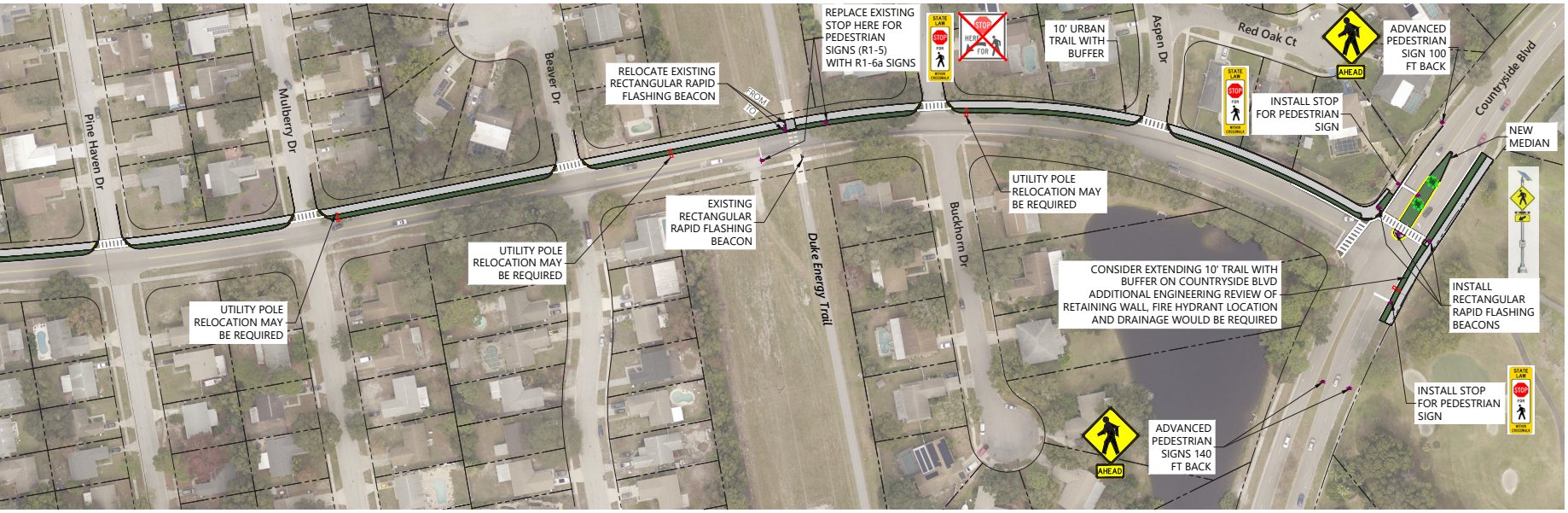
BRIEF PROJECT DESCRIPTION

Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.

PROJECT LENGTH	0.7 Miles
PLANNING LEVEL COST ESTIMATE	$4,163,000

KEY PROJECT FEATURES

Connecting to the overcrossing at US 19 that is currently under construction (as of December 2025, with completion expected in 2026), the project would connect to Countryside Boulevard and the Duke Energy Trail. As a part of the project, implement crossing treatments at the Duke Energy Trail and Countryside Boulevard. Project would also improve access to transit stops on Countryside Boulevard. Evaluate the potential to add traffic calming features to reduce speed limit from 35 mph to 30 mph.



POTENTIAL CONFLICTS

There may be some minor utility conflicts.

COMMUNITY PARTNERS

Coordinate with FDOT to tie the urban trail into the US 19 overcrossing to provide a seamless connection. There is also a PSTA bus stop on Countryside Boulevard and coordination with PSTA should be a part of the process. As this facility would connect to the Dunedin Trail System, some level of coordination with the City of Dunedin may be required.

NEXT STEPS

There are no projects along the corridor identified in the City's 2024/2025 Capital Improvement Budget. As the project would enhance access across US 19, there may be local and regional grant opportunities to advance design and construction of this project.

NO PARKING
ANYTIME
NO
SPEED LIMIT
20

NO
UNAUTHORIZED
MOTOR
VEHICLES
PINELLAS
TRAIL
CLOSES AT
SUNSET

Appendices

NO PARKING
ANYTIME
NO
SPEED LIMIT
20

Appendix A: Prioritized Corridor Project List

Appendix A
Connecting Clearwater
Prioritized Corridor Project List

Connecting Clearwater
Active Transportation Plan

Master Project Number	Project Segment	Time Frame	Short Description	Location / Street (EW / NS)	From (West/North to)	To (East/South)	Description	Jurisdictional Partners	Goes With	Difficulty	Notes	Safety Points	Stress Reduction Points	Access Points	Project Feasibility Points	Demo Points	Draft Score
15	1	Medium-Term	Urban Trail	Martin Luther King Jr Ave (N/S)	Fairmont St	Gulf to Bay Blvd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane on a portion of the corridor.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	30	20	14.43	13.33	10	87.76
9	1	Long-Term	Urban Trail	Sunset Point Rd (E/W)	Edgewater Dr	Keene Rd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane.	Pinellas County		Medium	Generally sufficient right-of-way, but varies along corridor. Would require some utility relocation and tree removal.	30	20	14.43	13.33	8.88	86.64
15	2	Medium-Term	Urban Trail	Martin Luther King Jr Ave (N/S)	Gulf to Bay Blvd	Belleair Rd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane on a portion of the corridor.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	30	20	14.43	13.33	8.88	86.64
52		Medium-Term	Urban Trail	Seminole St (E/W)	Osceola Ave	Blanche B Littlejohn Trail	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Easy	Currently undeveloped parcels along corridor which could allow for construction of urban trail to be done as part of development in the area.	30	20	7.77	20	7.77	85.54
68		Medium-Term	Trail	Park Trail Lane to Ream Wilson Trail	Park Trail Lane	Ream Wilson Trail	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None	Int_37, Seg_55	Easy		30	20	7.77	20	7.77	85.54
17	1	Long-Term	Urban Trail	Palmetto St / Myrtle Ave (N/S and E/W)	Pinellas Trail	Betty Ln	Widen existing sidewalk to urban trail standards and implement crossing improvements as needed to enhance safety and comfort. As a part of the planning process, evaluate school circulation in the area. Evaluate the need to identify a school zone.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	30	20	13.32	13.33	8.88	85.53
25	1	Short-Term	Urban Trail	Northside Dr (E/W)	US 19	Countryside Blvd	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Easy	Generally sufficient right-of-way. May require minor utility relocation and tree removal; with construction of overcrossing at US 19, will significantly enhance connectivity.	25	20	15.54	20	4.44	84.98
14	1	Long-Term	Urban Trail	Hercules Ave (N/S)	Union St	Drew St	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. Around industrial area, additional treatments may be necessary due to heavy truck traffic. Evaluate potential to route recreational focused users around the Clearwater Executive Airport/Landings site. Coordinate with Dunedin to continue trail north.	Pinellas County		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal. This is a planned project by Pinellas County.	25	20	18.87	13.33	7.77	84.97
10		Long-Term	Urban Trail	Fairmont St / Douglas Ave (N/S and E/W)	Union St	Myrtle Ave	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane. As the project is developed, consider the potential for a land repurposing as Douglas may not need to provide 4 vehicle travel lanes and protected bike lanes could be added.	Pinellas County		Medium	Generally sufficient right-of-way, but varies along corridor. Would require some utility relocation and tree removal. Portion between Union Street and Overbrook a County facility.	30	20	12.21	13.33	8.88	84.42
20	1	Medium-Term	Urban Trail	Lakeview Rd (E/W)	Ft. Harrison Avenue	Missouri Ave	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	30	20	12.21	13.33	8.88	84.42
20	2	Long-Term	Urban Trail	Lakeview Rd (E/W)	Missouri Ave	Hercules Ave	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	Pinellas County		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	30	20	12.21	13.33	7.77	83.31
64		Short-Term	Trail	Trail (E/W)	Florida Ave	Keene Rd	Widen existing sidewalk to trail standards (south of Turner St., intersecting with Keene Rd at Pine St.)	None	Int_10, Seg_63, Seg_	Easy		30	20	8.88	20	3.33	82.21
9	2	Long-Term	Urban Trail	Sunset Point Rd (E/W)	Keene Rd	Old Coachman Rd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane.	Pinellas County		Medium	Generally sufficient right-of-way, but varies along corridor. Would require some utility relocation and tree removal.	30	20	13.32	13.33	5.55	82.2
17	4	Long-Term	Urban Trail	Palmetto St / Myrtle Ave (N/S and E/W)	Hercules Ave	Belcher Rd	Widen existing sidewalk to urban trail standards and implement crossing improvements as needed to enhance safety and comfort.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	30	20	11.1	13.33	7.77	82.2
61		Medium-Term	Urban Trail	Jeffords St (E/W)	East of Druid Rd	MLK Jr Ave	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	30	20	13.32	13.33	5.55	82.2
11		Long-Term	Urban Trail	Betty Ln (N/S)	Union St	Drew St	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane.	Pinellas County		Hard	Generally sufficient right-of-way, but varies along corridor. Would require significant utility relocation and tree removal. Portion between Union Street and Sunset Point Road a County facility .	30	20	15.54	6.66	10	82.2
29		Medium-Term	Bike Lane	Druid Rd (N/S and E/W)	Jeffords Street	Fort Harrison Ave	Bike lane identified in prior planning efforts. Would require reconstruction of the road and moving of curb lines. Alternative project could be to designate as neighborhood greenway with additional traffic calming	None		Medium		30	17.5	14.43	13.33	6.66	81.92
4	1	Long-Term	Urban Trail	Belleair Rd (E/W)	Pinellas Trail	Highland Ave	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	Multiple (see notes)		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal. Requires coordination with Pinellas County and Belleair.	25	20	15.54	13.33	7.77	81.64
13	1	Medium-Term	Urban Trail	Highland Ave (N/S)	Union St	Palmetto St	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane.	None		Medium	Generally sufficient right-of-way, but varies along corridor. May require minor utility relocation and tree removal. Portion south of Gulf to Bay would be constructed by Pinellas County.	25	20	14.43	13.33	8.88	81.64

Appendix A
Connecting Clearwater
Prioritized Corridor Project List

Connecting Clearwater
Active Transportation Plan

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5		Medium-Term	Urban Trail	Palm Bluff St / Osceola Ave / Garden Ave / Nicholson St (N/S and E/W)	Myrtle Ave	Pinellas Trail	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	30	20	9.99	13.33	7.77	81.09
17	2	Medium-Term	Urban Trail	Palmetto St / Myrtle Ave (N/S and E/W)	Betty Ln	Highland Ave	Widen existing sidewalk to urban trail standards and implement crossing improvements as needed to enhance safety and comfort.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	30	20	8.88	13.33	8.88	81.09
57		Long-Term	Urban Trail	Pierce St (E/W)	East Ave	Prospect Ave	As development occurs, provide an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Medium	Will require crossing improvements at Myrtle to be effective and be contingent on redevelopment	30	20	12.21	13.33	5.55	81.09
31	2	Long-Term	Urban Trail	Missouri Ave (N/S)	Gulf to Bay Blvd	Lakeview Rd	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	FDOT		Hard	Constrained right-of-way. May require redevelopment to be feasible.	30	20	16.65	6.66	7.77	81.08
69		Long-Term	Trail	CSX	Pinellas Trail	Belcher Rd	Construct new trail along CSX alignment	Multiple (see notes)		Hard	FDOT / Pinellas County / Forward Pinellas	30	20	15.54	6.66	8.88	81.08
13	2	Medium-Term	Urban Trail	Highland Ave (N/S)	Palmetto St	Gulf to Bay Blvd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane.	None		Medium	Generally sufficient right-of-way, but varies along corridor. May require minor utility relocation and tree removal. Portion south of Gulf to Bay would be constructed by Pinellas County	25	20	12.21	13.33	10	80.54
23	1	Long-Term	Urban Trail	NE Coachman Rd (N/S)	Drew St	US 19	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. As there is an existing bike lane, that facility could be removed or retained, based on public feedback at the time the project is developed.	FDOT		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	25	20	16.65	13.33	5.55	80.53
16		Long-Term	Urban Trail	Overbrook Ave (N/S and E/W)	Douglas Ave	Betty Ln	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane.	Pinellas County		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	30	20	8.88	13.33	7.77	79.98
18		Medium-Term	Urban Trail	Lake Dr (N/S)	Drew St	Tuscola Rd	Widen existing sidewalk to urban trail standards on the north side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	30	20	12.21	13.33	4.44	79.98
31	1	Long-Term	Urban Trail	Missouri Ave (N/S)	Drew St.	Gulf to Bay Blvd	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Hard	Constrained right-of-way. May require redevelopment to be feasible.	30	20	14.43	6.66	8.88	79.97
37		Short-Term	Neighborhood	Fort Harrison Ave (N/S)	Myrtle Ave	Drew St	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None		Easy		20	17.5	15.54	20	6.66	79.7
66	2	Long-Term	Urban Trail	Cleveland St (E/W)	Highland Avenue	Belcher Rd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Hard	Generally sufficient right-of-way. May require medium level utility relocation and tree removal.	25	20	17.76	6.66	10	79.42
66	1	Medium-Term	Urban Trail	Cleveland St (E/W)	Gulf to Bay Blvd	Highland Ave	Continue streetscape elements that currently end east of Gulf to Bay Boulevard to Highlight Avenue to close critical sidewalk gap	None		Medium	Generally sufficient right-of-way. May require medium level utility relocation and tree removal.	30	20	8.88	13.33	6.66	78.87
26		Long-Term	Urban Trail	Union St (E/W)	Edgewater Dr	Hercules Ave	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	Pinellas County		Hard	Also requires coordination with Dunedin. Constrained right-of-way on portions of corridor. May require medium to high level of utility relocation and tree removal on some segments	30	20	15.54	6.66	6.66	78.86
30		Short-Term	Neighborhood	Cleveland St (E/W)	Belcher Rd	Highland Ave	Bike lane identified in prior planning efforts. Would require reconstruction of the road and moving of curb lines; as there is now an urban trail along this segment, designate as an urban greenway to alert drivers that bicyclists may still prefer to ride in street.	None		Easy		20	17.5	14.43	20	6.66	78.59
12		Medium-Term	Urban Trail	Kings Hwy (N/S)	Union St	Palmetto St	Widen existing sidewalk to urban trail standards and implement crossing improvements as needed to enhance safety and comfort.	None		Medium	Generally sufficient right-of-way, but varies along corridor. May require minor utility relocation and tree removal. Portion south of Gulf to Baywould be constructed by Pinellas	25	20	12.21	13.33	7.77	78.31
13	3	Long-Term	Urban Trail	Highland Ave (N/S)	Gulf to Bay Blvd	Southridge Dr	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane.	Pinellas County		Medium	Generally sufficient right-of-way, but varies along corridor. May require minor utility relocation and tree removal. Portion south of Gulf to Bay would be constructed by Pinellas County	25	20	13.32	13.33	6.66	78.31
7		Long-Term	Urban Trail	Island Way (N/S)	Causeway Blvd	End of Road	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane. Alternatively, as this street has 4 lanes that are likely not needed for much of the length, explore opportunities to remove a travel lane and provide a protected bike lane.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	30	20	9.99	13.33	4.44	77.76
50	2	Medium-Term	Urban Trail	Landmark Dr (N/S)	Enterprise Rd	Lake Chautauqua Park	Widen sidewalk to Urban Trail Standards and connect to Lake Chataqua Park.	None		Medium		30	20	8.88	13.33	5.55	77.76
32		Long-Term	Bike Lane	Saturn Ave (N/S)	Flagler Dr	Gulf to Bay Blvd	Bike lane identified in prior planning efforts. Would require reconstruction of the road and moving of curb lines.	None		Hard		30	20	14.43	6.66	6.66	77.75
60		Short-Term	Neighborhood	Bay Ave (N/S)	Turner St	Jeffords St	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None		Easy		20	17.5	14.43	20	5.55	77.48

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50	1	Medium-Term	Urban Trail	Landmark Dr (N/S)	Curlew Rd	SR 580	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. As the project is developed, consider the potential for lane repurposing as Landmark may not need to provide 4 vehicle travel lanes and protected bike lanes could be added.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	25	20	12.21	13.33	6.66	77.2
17	3	Long-Term	Urban Trail	Palmetto St / Myrtle Ave (N/S and E/W)	Highland Ave	Keene Rd	Widen existing sidewalk to urban trail standards and implement crossing improvements as needed to enhance safety and comfort.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	30	20	7.77	13.33	5.55	76.65
67		Medium-Term	Urban Trail	Landmark Dr (N/S)	SR 580	Enterprise Rd	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	30	20	8.88	13.33	4.44	76.65
2		Long-Term	Urban Trail	Pierce St (E/W)	Clearwater Memorial Causeway	East Ave	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Hard	Generally sufficient right-of-way, but varies along corridor. Would require some utility relocation and tree removal.	30	20	14.43	6.66	5.55	76.64
53		Medium-Term	Urban Trail	Seminole St (E/W)	Blanche B Littlejohn Trail	Betty Ln	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Hard	Constrained right-of-way. May require medium to high level of utility relocation and tree removal.	30	20	11.1	6.66	8.88	76.64
25	3	Medium-Term	Urban Trail	Countryside Blvd (N/S)	SR 580	Belcher Rd	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort with a focus on major intersections and ADA accommodations.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	25	20	13.32	13.33	4.44	76.09
46	1	Short-Term	Neighborhood	Sedeeva St / Iva St / Sedeeva Cir / Byram Dr / Souvenir Dr /Algonquin Dr (E/W)	Edgewater Dr	Keene Rd	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	Pinellas County	Int_26, Int_27, Int_28	Medium	Segment of greenway corridor is on a Pinellas County roadway (Montclair)	20	17.5	16.65	13.33	7.77	75.25
46	2	Short-Term	Urban Trail	Montclair Rd (E/W)	Keene Rd	Belcher Rd	Construct an Urban Trail on at least one side of the roadway, and make crossing improvements as necessary. In the near-term, a speed limit reduction and addition of traffic calming could allow for the designation as a neighborhood greenway.	Pinellas County	Int_26, Int_27, Int_28	Medium	Segment of greenway corridor is on a Pinellas Cou	20	17.5	16.65	13.33	7.77	75.25
3	2	Long-Term	Urban Trail	N Old Coachmen Rd (N/S and E/W)	Sunset Point Rd	Farrier Trail	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	Pinellas County		Medium	Generally sufficient right-of-way, but varies along corridor. Would require some utility relocation and tree removal.	25	20	11.1	13.33	5.55	74.98
22		Long-Term	Urban Trail	Sunset Point Rd (E/W)	Soule Rd	McMullen Booth Rd	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	Pinellas County		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	25	20	8.88	13.33	7.77	74.98
48		Short-Term	Neighborhood	Sandy Ln / Otten St (E/W)	Betty Ln	Keene Rd	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None	Int_4, Int_7	Easy		20	15	12.21	20	7.77	74.98
19		Long-Term	Urban Trail	Druid Rd (E/W)	Pinellas Trail	Martin Luther King Jr Ave	Widen existing sidewalk to urban trail standards on the north side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Hard	Constrained right-of-way. May require medium of utility relocation and tree removal on some portions of corridor.	30	20	12.21	6.66	5.55	74.42
58		Long-Term	Urban Trail	Turner St (E/W)	West of Lime Ave	Bay Ave	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Hard	Generally sufficient right-of-way. May result in loss of on street parking and roadway reconstruction.	30	20	12.21	6.66	5.55	74.42
59		Medium-Term	Urban Trail	Druid Rd (E/W)	Fort Harrison Ave	Pinellas Trail	Widen existing sidewalk on south side of street to urban trail standards to better connect to the Pinellas Trail.	None		Hard	Constrained right-of-way. May require medium to high level of utility relocation and tree removal.	30	20	12.21	6.66	5.55	74.42
4	4	Long-Term	Urban Trail	Belleair Rd (E/W)	Belcher Rd	Duke Energy Trail	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	Multiple (see notes)		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal. Requires coordination with Pinellas County and Belleair.	25	20	9.99	13.33	5.55	73.87
21	1	Long-Term	Urban Trail	Nursery Rd (E/W)	Highland Ave	Belcher Rd	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. (bike lane was previously proposed for this corridor and the urban trail would replace that project)	Pinellas County		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	25	20	9.99	13.33	5.55	73.87
21	2	Long-Term	Urban Trail	Nursery Rd (E/W)	Belcher Rd	US 19	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. (bike lane was previously proposed for this corridor and the urban trail would replace that project)	Pinellas County		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	25	20	9.99	13.33	5.55	73.87
43		Medium-Term	Neighborhood	Woodlawn St (E/W)	Fort Harrison Ave	Missouri Ave	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None	Int_16, Int_17, Int_18	Easy	Needs to cross a lot of major roads to be effective	20	15	11.1	20	7.77	73.87
56		Short-Term	Neighborhood	Osceola Ave (N/S)	Drew St	Court St	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None		Easy		20	12.5	14.43	20	6.66	73.59
76		Long-Term	Urban Trail	Meadow Wood Dr (E/W)	Countryside Blvd	Landmark Dr	Widen sidewalk to urban trail standards, connecting Meadow Wood Drive between Landmark and Countryside Boulevard	None		Medium		30	20	6.66	13.33	3.33	73.32
3	1	Long-Term	Urban Trail	Sunset Point Rd (E/W)	N Old Coachmen Rd	Soule Rd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	Pinellas County		Medium	Generally sufficient right-of-way, but varies along corridor. Would require some utility relocation and tree removal.	20	20	12.21	13.33	7.77	73.31
14	2	Medium-Term	Urban Trail	Hercules Ave (N/S)	Drew St	Druid Rd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	20	20	13.32	13.33	6.66	73.31

Appendix A
Connecting Clearwater
Prioritized Corridor Project List

Connecting Clearwater
Active Transportation Plan

Master Project Number	Project Segment	Time Frame	Short Description	Location / Street (EW / NS)	From (West/North to)	To (East/South)	Description	Jurisdictional Partners	Goes With	Difficulty	Notes	Safety Points	Stress Reduction Points	Access Points	Project Feasibility Points	Demo Points	Draft Score
78		Long-Term	Urban Trail	Sharkey Rd (E/W)	Lake Forest Rd	BayCare Ballpark	Evaluate potential to widen sidewalks on Sharkey Road between Lake Forest Road and BayCare Ballpark to Urban Trail Standards.	None		Hard		30	20	9.99	6.66	6.66	73.31
36		Short-Term	Neighborhood	Mandalay Ave (N/S)	Bay Esplanade	Rockaway St	Modify proposed bike lane facility to neighborhood greenway facility to enhance comfort and improve connectivity. In conjunction with greenway designation, repave road.	None		Easy		20	17.5	12.21	20	3.33	73.04
4	3	Long-Term	Urban Trail	Belleair Rd (E/W)	Keene Rd	Belcher Rd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	Multiple (see notes)		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal. Requires coordination with Pinellas County and Belleair.	25	20	7.77	13.33	6.66	72.76
75		Medium-Term	Urban Trail	Druid Rd (E/W) / US 19 (N/S)	Duke Energy Trail	Seville Blvd	Provide an enhanced connection between Druid/Duke Energy Trail and Seville area neighborhood to improve pedestrian and bicyclist access.	None		Medium		25	20	9.99	13.33	4.44	72.76
4	2	Long-Term	Urban Trail	Belleair Rd (E/W)	Highland Ave	Keene Rd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	Multiple (see notes)		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal. Requires coordination with Pinellas County and Belleair.	25	20	7.77	13.33	6.66	72.76
6		Long-Term	Urban Trail	Mandalay Ave (N/S)	Rockaway St	Causeway Blvd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane. During more detailed review of project and public engagement, evaluate trade-offs between bike lane and urban trail as the final project is developed.	None		Hard	Constrained right-of-way	30	20	12.21	6.66	3.33	72.2
25	2	Medium-Term	Urban Trail	Countryside Blvd (N/S)	Curlew Rd	SR 580	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	25	20	7.77	13.33	5.55	71.65
1		Long-Term	Urban Trail	Drew St (E/W)	Coachman Park	Myrtle Ave	Construct Urban Trail development to enhance comfort and improve connectivity.	FDOT		Hard	Constrained right-of-way	20	20	14.43	6.66	10	71.09
25	4	Medium-Term	Urban Trail	Belcher Rd (N/S)	Countryside Blvd	Sunset Point Rd	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	None		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	20	20	12.21	13.33	5.55	71.09
62		Medium-Term	Neighborhood	Pinellas St (E/W)	Bay Ave	MLK Jr Ave	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None	Int_30	Medium	Limited benefit until crossing at Myrtle can be provided	20	17.5	13.32	13.33	6.66	70.81
79	2	Medium-Term	Neighborhood	Union St (E/W)	South Rd	McMullen Booth Rd	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	Pinellas County		Easy		20	15	8.88	20	6.66	70.54
23	2	Long-Term	Urban Trail	SR 590 (E/W)	US 19	McMullen Booth Rd	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. As there is an existing bike lane, that facility could be removed or retained, based on public feedback at the time the project is developed.	FDOT		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	20	20	11.1	13.33	5.55	69.98
38		Medium-Term	Neighborhood	Gould St / Franklin Cir / Franklin St / Rainbow Dr (E/W)	Martin Luther King Ave	Hercules Ave	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None	Seg_31, Seg_9	Medium	Needs to cross a lot of major roads to be effective	20	7.5	18.87	13.33	10	69.7
44		Medium-Term	Neighborhood	Betty Ln / Nursery Rd (N/S and E/W)	Belleair Rd	Sunny Park Rd	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None	Int_21, Int_22	Easy	Segment of greenway corridor is in Pinellas County	20	15	7.77	20	6.66	69.43
40		Medium-Term	Neighborhood	Jeffords St (E/W)	Missouri Ave	Highland Ave	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None	Int_14, Int_15	Easy		20	10	12.21	20	6.66	68.87
77		Medium-Term	Urban Trail	Osceola Ave (N/S)	South of Nicholson St	Seminole St	Construct an Urban Trail on the west side of N Osceola between Seminole Street and south of Nicholson Street.	None		Hard		30	20	6.66	6.66	5.55	68.87
24	1	Long-Term	Urban Trail	Belcher Rd (N/S)	Montclair Rd	NE Coachman Rd	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. As there is an existing bike lane, that facility could be removed or retained, based on public feedback at the time the project is developed.	Pinellas County		Hard	Constrained right-of-way. May require medium of utility relocation and tree removal on some portions of corridor.	20	20	15.54	6.66	6.66	68.86
24	2	Long-Term	Urban Trail	Belcher Rd (N/S)	NE Coachman Rd	Druid Rd	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. ~~As there is an existing bike lane, that facility could be removed or retained, based on public feedback at the time the project is developed.~~ Evaluate the potential to provide an overcrossing at SR 60.	Pinellas County		Hard	Constrained right-of-way. May require medium of utility relocation and tree removal on some portions of corridor.	20	20	16.65	6.66	5.55	68.86
65		Short-Term	Neighborhood	Hercules Ave / Imperial Way / Gateway Dr (N/S and E/W)	Lakeview Rd	Nursery Rd	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None	Int_40	Easy		20	17.5	6.66	20	4.44	68.6
73		Long-Term	Bike Lane	Drew St (E/W)	Jupiter Avenue	Access Road A	~~Existing bike lane, when resurfacing occurs, narrow existing travel lanes and widen~~ bike lane to provide buffer. Where right-of-way and conditions permit, provide physical barrier. Mark conflict areas. Implement bicycle detection at large intersections and extend the all red when bicyclists are present to allow them to clear the intersection.	Multiple		Medium	FDOT and Pinellas County	20	7.5	18.87	13.33	8.88	68.58

Appendix A
Connecting Clearwater
Prioritized Corridor Project List

Connecting Clearwater
Active Transportation Plan

Master Project Number	Project Segment	Time Frame	Short Description	Location / Street (EW / NS)	From (West/North to)	To (East/South)	Description	Jurisdictional Partners	Goes With	Difficulty	Notes	Safety Points	Stress Reduction Points	Access Points	Project Feasibility Points	Demo Points	Draft Score
8		Long-Term	Urban Trail	Gulfview Blvd / Gulf Blvd (N/S and E/W)	Hamden Dr	City of Belleair Beach Marina	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane.	Pinellas County		Hard	Constrained right-of-way and may require some bridge modifications.	25	20	13.32	6.66	3.33	68.31
63	2	Long-Term	Urban Trail	Keene Rd (N/S)	Palmetto St	Gulf to Bay Blvd	Widen existing sidewalk to urban trail standards and implement crossing improvements as needed to enhance safety and comfort. Evaluate the potential to provide an overcrossing at SR 60.	Pinellas County	See Project 71	Hard	Constrained right-of-way. May require medium to high level of utility relocation and tree removal.	20	20	14.43	6.66	6.66	67.75
14	3	Long-Term	Urban Trail	Hercules Ave (N/S)	Druid Rd	Lakeview Rd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort.	Pinellas County		Medium	Generally sufficient right-of-way. May require minor utility relocation and tree removal.	20	20	8.88	13.33	4.44	66.65
51		Short-Term	Neighborhood	State St (E/W)	Betty Ln	Kings Hwy	Designate as Neighborhood Greenway through paint and signage; construct a new trail along Marilyn Street alignment.	None	Seg_46, Int_27, Int_2	Easy		20	10	8.88	20	7.77	66.65
24	3	Long-Term	Urban Trail	Belcher Rd (N/S)	Druid Rd	Belleair Rd	Widen existing sidewalk to urban trail standards on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. As there is an existing bike lane, that facility could be removed or retained, based on public feedback at the time the project is developed.	Pinellas County		Hard	Constrained right-of-way. May require medium of utility relocation and tree removal on some portions of corridor.	20	20	13.32	6.66	6.66	66.64
45		Medium-Term	Neighborhood	Lakeview Rd / Harn Blvd (E/W)	Yulee Dr	US 19	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None	Int_24	Medium		20	17.5	8.88	13.33	6.66	66.37
55		Short-Term	Neighborhood	Virginia Ln / Edenwood St / Fairwood Ave (N/S and E/W)	SR 590	Park Trail Ln	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	Pinellas County		Medium	Segment of greenway corridor is in Pinellas County	20	17.5	7.77	13.33	6.66	65.26
71		Long-Term	Bike Lane	Sunset Point Rd (E/W)	Keene Road	McMullen Booth Rd	Existing bike lane; when resurfacing occurs, narrow existing travel lanes and widen bike lane where feasible. Mark conflict areas. Implement bicycle detection at large intersections and extend the all red when bicyclists are present to allow them to clear the intersection.	Pinellas County	Seg_3, Seg_9	Medium	Interim improvement until urban trail can be developed.	20	7.5	18.87	13.33	5.55	65.25
42		Medium-Term	Neighborhood	Bellevue Ave (E/W)	Missouri Ave	Sunny Park Dr	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None	Int_19, Int_20	Easy		20	10	6.66	20	7.77	64.43
79	1	Medium-Term	Neighborhood	Soule Rd (N/S)	Union St	Sunset Point Rd	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	Pinellas County		Easy		20	10	7.77	20	6.66	64.43
54		Long-Term	Neighborhood	Marilyn St (E/W)	Hercules Ave	Coachman Rd	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	Pinellas County	Int_35, Int_36	Hard	May be wetland impacts to construct portion of facility.	20	15	13.32	6.66	7.77	62.75
49		Short-Term	Neighborhood	Wood Ave (N/S)	Scott St	Palmetto St	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None		Easy		20	10	7.77	20	4.44	62.21
63	3	Long-Term	Urban Trail	Keene Rd (N/S)	Gulf to Bay Blvd	Nursery Rd	Widen existing sidewalk to urban trail standards and implement crossing improvements as needed to enhance safety and comfort. Evaluate the potential to provide an overcrossing at SR 60.	Pinellas County	See Project 71	Hard	Constrained right-of-way. May require medium to high level of utility relocation and tree removal.	20	20	8.88	6.66	6.66	62.2
70		Medium-Term	Bike Lane	Keene Rd (N/S)	Union St	Gulf to Bay Blvd	Existing bike lane; when resurfacing occurs, narrow existing travel lanes and widen bike lane to provide buffer. Where right-of-way and conditions permit, provide physical barrier. Mark conflict areas. Implement bicycle detection at large intersections and extend the all red when bicyclists are present to allow them to clear the intersection. Longer-term improvement is to construct urban trail to better separate people walking and biking from people driving.	Pinellas County	See Project 64	Medium	Interim improvement until urban trail can be developed.	20	7.5	14.43	13.33	6.66	61.92
47		Short-Term	Neighborhood	Nugget Dr / Ridgeway Dr (N/S)	Union St	Linwood Dr	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None	Int_1, Int_2, Int_4	Easy		20	10	7.77	20	3.33	61.1
39		Medium-Term	Neighborhood	Turner St / Florida Ave (N/S and E/W)	Evergreen Ave	Druid Rd	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None	Int_10, Int_11	Medium	Needs to cross a lot of major roads to be effective	20	10	12.21	13.33	5.55	61.09
63	1	Long-Term	Urban Trail	Keene Rd (N/S)	Union St	Palmetto St	Widen existing sidewalk to urban trail standards and implement crossing improvements as needed to enhance safety and comfort.	Pinellas County	See Project 71	Hard	Constrained right-of-way. May require medium to high level of utility relocation and tree removal	20	20	7.77	6.66	6.66	61.09
27		Long-Term	Urban Trail	Belcher Rd (N/S)	Palmwood Dr	Countryside Blvd	Construct an urban trail on at least one side of the street and implement crossing improvements as needed to enhance safety and comfort. This project would replace a previously proposed bike lane. Enhanced crossing treatments at the intersection of Belcher Road and Countryside Boulevard should be evaluated as a part of the project development process	Pinellas County		Hard	Would require reconstruction of the road and moving of curb lines. Alternative project could be to construct an urban trail and leave curb line in current location.	30	7.5	8.88	6.66	4.44	57.48
72		Long-Term	Bike Lane	Main Street (SR 580)	Duke Energy Trail	McMullen Booth Rd	Existing bike lane; when resurfacing occurs, narrow existing travel lanes and widen bike lane to provide buffer. Where right-of-way and conditions permit, provide physical barrier. Mark conflict areas. Implement bicycle detection at large intersections and extend the all red when bicyclists are present to allow them to clear the intersection.	FDOT		Medium		20	7.5	11.1	13.33	5.55	57.48
28		Long-Term	Bike Lane	Enterprise Rd (E/W)	Countryside Blvd	Village Dr	Bike lane identified in prior planning efforts. Would require reconstruction of the road and moving of curb lines. Alternative project could be to construct an urban trail and leave curb line in current location. As a part of project development, evaluate pedestrian crossing locations and treatments, as well as connection between Enterprise Road and the Duke Energy Trail Crossing of US 19 to enhance access and wayfinding.	None		Hard	Enhance connection from Enterprise to Duke Energy Trail Bridge over US 19	20	10	13.32	6.66	5.55	55.53

Appendix A
Connecting Clearwater
Prioritized Corridor Project List

Master Project Number	Project Segment	Time Frame	Short Description	Location / Street (EW / NS)	From (West/North to)	To (East/South)	Description	Jurisdictional Partners	Goes With	Difficulty	Notes	Safety Points	Stress Reduction Points	Access Points	Project Feasibility Points	Demo Points	Draft Score
74		Long-Term	Bike Lane	Court Street (E/W)	Missouri Avenue	S Myrtle Avenue	Existing bike lane; when resurfacing occurs, mark conflict areas.	FDOT		Medium		10	10	14.43	13.33	7.77	55.53
41		Medium-Term	Neighborhood	Evergreen Ave (N/S)	Druid Rd	Lakeview Rd	Designate as Neighborhood Greenway through paint and signage; may need to implement traffic calming and provide crossing enhancements at major intersections.	None	Int_12, Int_13	Hard	Need Pedestrian Bridge over Stevenson Creek	20	10	7.77	6.66	4.44	48.87
34		Long-Term	Bike Lane	Drew St (E/W)	US 19	McMullen Booth Rd	Bike lane identified in prior planning efforts. Would require reconstruction of the road and moving of curb lines. Alternative project could be to construct an urban trail and leave curb line in current location. Evaluate provision of enhanced pedestrian treatments or pedestrian overcrossing along corridor.	None		Hard		10	10	14.43	6.66	7.77	48.86
35		Long-Term	Bike Lane	Bayview Ave (N/S)	Drew St	Penmar Dr	Bike lane identified in prior planning efforts. Would require reconstruction of the road and moving of curb lines. Alternative project could be to construct an urban trail and leave curb line in current location. Evaluate potential to provide pedestrian overcrossing at Gulf to Bay.	None		Hard		20	5	9.99	6.66	4.44	46.09
33		Long-Term	Bike Lane	US 19 (N/S)	McCormick Dr	Gulf to Bay Blvd	Bike lane identified in prior planning efforts. Would require reconstruction of the road and moving of curb lines.	FDOT		Hard		0	0	14.43	6.66	6.66	27.75

NO PARKING
ANYTIME
NO
SPEED LIMIT
20

Appendix B: Prioritized Intersection Project List

Appendix B
Connecting Clearwater
Prioritized Crossing Treatment Project List

Master Project Number	Project Segment	Time Frame	Short Description	Location / Street (EW / NS)	Description	Jurisdictional Partners	Goes With	Difficulty	Notes	Safety Points	Accessibility Points	Feasibility Points	Demographics Points	Draft Prioritization Score
27		Short-Term	RRFB	Betty Ln, State St	High Visibility Crosswalk and RRFB	None	Seg_51	Easy	Evaluate consolidating crossing locations 26/27	30	24.42	20	10	84.42
23		Medium-Term	PHB	Fort Harrison Ave, Belleair Rd	High Visibility Crosswalk and PHB	Multiple (see note	Seg_1	Medium	Pinellas County and Belleair	30	31.08	13.33	8.88	83.29
5		Short-Term	RRFB	Betty Ln, Sandy Ln	Upgrade existing marked crossing to include a RRFB	None	Seg_11, Seg_48	Easy		30	22.2	20	10	82.2
28		Short-Term	RRFB	Kings Hwy, Byram Dr	High Visibility Crosswalk and RRFB	None	Seg_51, Seg_46	Easy		30	22.2	20	10	82.2
32		Medium-Term	PHB	Missouri Ave, Gould St	High Visibility Crosswalk and PHB	None	Seg_38	Medium		30	28.86	13.33	7.77	79.96
6		Short-Term	RRFB	Kings Hwy, Sandy Ln / Otten St	Upgrade existing marked crossing to include a RRFB	None	Seg_12, Seg_48	Easy		30	17.76	20	10	77.76
26		Short-Term	RRFB	Betty Ln, Sedeeva Cir N	High Visibility Crosswalk and RRFB	None	Seg_46	Easy	Evaluate consolidating crossing locations 26/27	30	17.76	20	10	77.76
29		Short-Term	RRFB	Highland Ave, Byram Dr	High Visibility Crosswalk and RRFB	None	Seg_46	Easy		30	19.98	20	7.77	77.75
16		Medium-Term	RRFB	Fort Harrison Ave, Woodlawn St	High Visibility Crosswalk and RRFB	None	Seg_43	Medium	May need to be PHB	30	26.64	13.33	7.77	77.74
12		Medium-Term	RRFB	Evergreen Ave, Druid Rd	High Visibility Crosswalk and RRFB	None	Seg_41	Easy		30	19.98	20	6.66	76.64
35		Long-Term	PHB	Hercules Ave, Marilyn St	High Visibility Crosswalk and PHB	Pinellas County	Seg_54	Hard		30	31.08	6.66	8.88	76.62
10		Medium-Term	PHB	Keene Rd, Turner St	High Visibility Crosswalk and PHB	Pinellas County	Seg_39	Medium		30	28.86	13.33	3.33	75.52
33		Medium-Term	PHB	Hercules Ave, Montclair Rd	High Visibility Crosswalk and PHB	Pinellas County	Seg_46	Medium		30	26.64	13.33	5.55	75.52
42		Long-Term	Evaluate for Signalization	Palmetto St, Hercules Ave	Evaluate intersection for crossing enhancements to facilitate school access	Pinellas County	Seg_17	Medium		30	22.2	13.33	8.88	74.41
43		Long-Term	Evaluate for Signalization	Palmetto St, Belcher Rd	Evaluate intersection for crossing enhancements to facilitate school access	Pinellas County	Seg_17	Medium		30	24.42	13.33	6.66	74.41
37		Short-Term	RRFB	Ream Wilson Trail, Fairwood Ave	Upgrade existing marked crossing to include a RRFB	None		Easy		30	17.76	20	5.55	73.31
9		Medium-Term	PHB	Keene Rd, Rainbow Dr	High Visibility Crosswalk and PHB	Pinellas County	Seg_38	Hard		30	28.86	6.66	6.66	72.18
36		Long-Term	RRFB	Coachman Rd, Marilyn St	High Visibility Crosswalk and RRFB	FDOT	Seg_54	Hard	Alternative to direct people to cross at Belcher	30	28.86	6.66	6.66	72.18
11		Medium-Term	PHB	Highland Ave, Turner St	High Visibility Crosswalk and PHB	Pinellas County	Seg_39	Medium		30	22.2	13.33	5.55	71.08
14		Medium-Term	PHB	Missouri Ave, Jeffords St	High Visibility Crosswalk and PHB	FDOT	Seg_40	Hard		30	26.64	6.66	6.66	69.96
21		Medium-Term	RRFB	Betty Ln, Belleair Rd	High Visibility Crosswalk and RRFB	Multiple (see note	Seg_44	Medium	Pinellas County and Belleair	30	17.76	13.33	7.77	68.86
22		Medium-Term	RRFB	Highland Ave, Nursery Rd	High Visibility Crosswalk and RRFB	Pinellas County	Seg_44	Medium		30	22.2	13.33	3.33	68.86
30		Medium-Term	PHB	Myrtle Ave, Pinellas St	High Visibility Crosswalk and PHB	None	Seg_62	Medium		30	19.98	13.33	5.55	68.86
41		Short-Term	Signal Timing Changes	Drew St, S Old Coachman Road	Modify traffic signal timing to prioritize trail users (change lefts from leading to lagging, prohibit right-turn on red when the pedestrian crossing is activated)	FDOT		Easy		20	22.2	20	6.66	68.86
15		Medium-Term	PHB	Highland Ave, Jeffords St	High Visibility Crosswalk and PHB	Pinellas County	Seg_40	Hard		30	26.64	6.66	5.55	68.85
3		Short-Term	PHB	Keene Rd, Algonquin Dr / Montclair Rd	High Visibility Crosswalk and PHB; potential candidate for full signalization	Pinellas County	Seg_46	Medium		30	17.76	13.33	5.55	66.64
40		Short-Term	RRFB	Nursery Road, Gateway Drive	High Visibility Crosswalk and RRFB	Pinellas County	Seg_65	Medium		30	15.54	13.33	6.66	65.53
13		Medium-Term	RRFB	Byron Ave, Lakeview Rd	High Visibility Crosswalk and RRFB	Dunedin	Seg_41	Medium		30	15.54	13.33	5.55	64.42
1		Short-Term	RRFB	Nugget Dr, Union St	High Visibility Crosswalk and RRFB	Pinellas County	Seg_47	Medium		30	15.54	13.33	4.44	63.31
25		Short-Term	RRFB	Virginia Ln, SR 590	High Visibility Crosswalk and RRFB	FDOT	Seg_55	Medium		30	13.32	13.33	5.55	62.2
20		Medium-Term	RRFB	Highland Ave, Citrus St	High Visibility Crosswalk and RRFB	Pinellas County	Seg_42	Medium		30	15.54	13.33	3.33	62.2
7		Short-Term	Signal Timing Changes	Highland Ave, Otten St	Signalized Intersection; evaluate signal timing and phasing to reduce conflicts between people crossing the street and turning vehicles	None	Seg_48	Easy		10	24.42	20	7.77	62.19
18		Medium-Term	PHB	Missouri Ave, Woodlawn St	High Visibility Crosswalk and PHB	FDOT	Seg_43	Hard		30	17.76	6.66	7.77	62.19
19		Medium-Term	PHB	Missouri Ave, Bellevue Blvd	High Visibility Crosswalk and PHB	FDOT	Seg_42	Hard		30	17.76	6.66	7.77	62.19
34		Short-Term	Signal Timing Changes	Belcher Rd, Montclair Rd	Signalized Intersection; evaluate signal timing and phasing to reduce conflicts between people crossing the street and turning vehicles	Pinellas County	Seg_46	Easy		10	26.64	20	5.55	62.19
2		Short-Term	RRFB	Nugget Dr / Ridgeway Dr, Sunset Point Rd	High Visibility Crosswalk and RRFB	Pinellas County	Seg_47	Medium		30	13.32	13.33	3.33	59.98
17		Medium-Term	Signal Timing Changes	Martin Luther King Jr Ave, Woodlawn St	Signalized Intersection; evaluate signal timing and phasing to reduce conflicts between people crossing the street and turning vehicles	None	Seg_43	Easy		10	22.2	20	7.77	59.97

Appendix B
Connecting Clearwater
Prioritized Crossing Treatment Project List

Master Project Number	Project Segment	Time Frame	Short Description	Location / Street (EW / NS)	Description	Jurisdictional Partners	Goes With	Difficulty	Notes	Safety Points	Accessibility Points	Feasibility Points	Demographics Points	Draft Prioritization Score
38		Short-Term	Signal Timing Changes	Duke Energy Trail, SR 580	Modify traffic signal timing to prioritize trail users	FDOT		Easy		10	19.98	20	5.55	55.53
31		Long-Term	High Visibility Crosswalk	East Ave, Pierce St	Once transit center is relocated, evaluate changed travel patterns at trail crossing to determine if additional enhancements re needed	None	Seg_57	Medium		10	26.64	13.33	5.55	55.52
8		Medium-Term	High Visibility Crosswalk	Saturn Ave, Palmetto St	Upgrade existing marked crossing; may require curb reconstruction	None	Seg_17, Seg_32	Medium		10	17.76	13.33	7.77	48.86
4		Short-Term	High Visibility Crosswalk	Ridgeway Dr, Greenlea Dr	High Visibility Crosswalk	None	Seg_47, Seg_48	Easy		10	13.32	20	3.33	46.65
39		Medium-Term	Signal Timing Changes	Countryside Blvd, SR 580	Signalized Intersection; evaluate signal timing and phasing to reduce conflicts between people crossing the street and turning vehicles; consider protected intersection elements.	FDOT	Seg_25	Medium		10	17.76	13.33	5.55	46.64
24		Medium-Term	Signal Timing Changes	Belcher Rd, Dorado Pl / Harn Blvd	Signalized Intersection; evaluate signal timing and phasing to reduce conflicts between people crossing the street and turning vehicles	Pinellas County	Seg_45	Medium		10	17.76	13.33	4.44	45.53
44		Short-Term	PHB	Countryside Blvd, Village Drive	Existing Crossing of 6 Lane Road; Install PHB or other suitable crossing treatment	None	Seg_25	Easy		30	24.42	20	3.33	77.75
45		Medium-Term	PHB	N. Myrtle Ave, Pinellas Trail	Evaluate intersection for crossing enhancements to facilitate trail crossing	FDOT	Seg_5	Easy	Already RRFB; additional treatments may not be justified	10	28.86	20	4.44	63.3
46		Medium-Term	RRFB	Drew St, Pinellas Trail	High Visibility Crosswalk and RRFB	FDOT	Seg_1	Easy		30	28.86	20	7.77	86.63
47		Medium-Term	PHB	Court St, Pinellas Trail	High Visibility Crosswalk and PHB	FDOT		Medium		30	26.64	13.33	5.55	75.52
48		Medium-Term	PHB	Chestnut St, Pinellas Trail	High Visibility Crosswalk and PHB	FDOT		Medium		30	26.64	13.33	5.55	75.52
49		Medium-Term	RRFB	Drew St, Lake Dr	High Visibility Crosswalk and RRFB or PHB	FDOT	Seg_18	Hard		10	17.76	6.66	4.44	38.86

NO PARKING
ANYTIME
NO
SPEED LIMIT
20

Appendix C: Sidewalk Gap List

Appendix C
Connecting Clearwater
Sidewalk Gaps on Arterial and Collector Roads

Classification	Street Name	From	To	Length (in Feet)	Sidewalk Gap Extent
Collector	Access Rd A	Access Rd A	Drew St	1,500	Neither Side
Collector	Allen Ave	Daniel St	West of The Estates	394	Neither Side
Collector	Calumet St	Hercules Ave	Belcher Rd	2,608	Inconsistently provided
Collector	Flagler Dr	Long St	Arden Ave	4,045	Neither Side
Collector	Flagler Dr	Levern St	Clark St	233	Neither Side
Collector	Myrtle Ave	Tuskawilla St	Lakeview Rd	596	Neither Side
Collector	Overbrook Ave	Douglas Ave	Jade Ave	1,132	Neither Side
Collector	Sky Harbor Dr	Cross Cir	2nd St	472	Neither Side
Collector	Soule Rd	Sylvan Abbey Memorial Park	Robinwood Rd	829	Neither Side
Collector	Bayshore Blvd	Arlie Ave	North of San Domingo St	784	One Side
Collector	Bayshore Blvd	San Jose St	South of San Mateo St	1,661	One Side
Arterial	Belcher Rd	Range Rd	Palmetto St	1,345	One Side
Arterial	Belcher Rd	Logan St	RR Crossing	880	One Side
Arterial	Belcher Rd	South of Sunnydale Blvd	Calumet St	400	One Side
Arterial	Belleair Rd	Fort Harrison Ave	West of Myrtle Ave	325	One Side
Arterial	Belleair Rd	West of Scranton Ave	West of S Madison Ave	1,740	One Side
Collector	Betty Ln	Union St	Sunset Point Rd	2,664	One Side
Collector	Betty Ln	Sandy Ln	Overbrook Ave	840	One Side
Collector	Betty Ln	Palmetto St	Drew St	2,587	One Side
Collector	Cleveland St	San Remo Ave	Duncan Ave	3,299	One Side
Arterial	Coachman Rd	Graham Dr	Marilyn Street	1,650	One Side
Collector	Douglas Ave	Union St	Harbor Dr	5,575	One Side
Arterial	Drew St	McMullen Booth Rd	Bayshore Blvd	1,731	One Side
Collector	Druid Rd	Hillcrest Ave	Highland Ave	1,300	One Side
Collector	Druid Rd	Keene Rd	Hercules Ave	2,600	One Side
Collector	Druid Rd	East of 3rd St	1st St	750	One Side
Collector	Druid Rd	2nd St	Edenville Ave	450	One Side
Collector	Flagler Dr	Arden Ave	Keene Rd	850	One Side
Collector	Flagler Dr	Clark St	Long St	250	One Side
Collector	Flagler Dr	Highland Ave	Levern St	154	One Side

Appendix C
Connecting Clearwater
Sidewalk Gaps on Arterial and Collector Roads

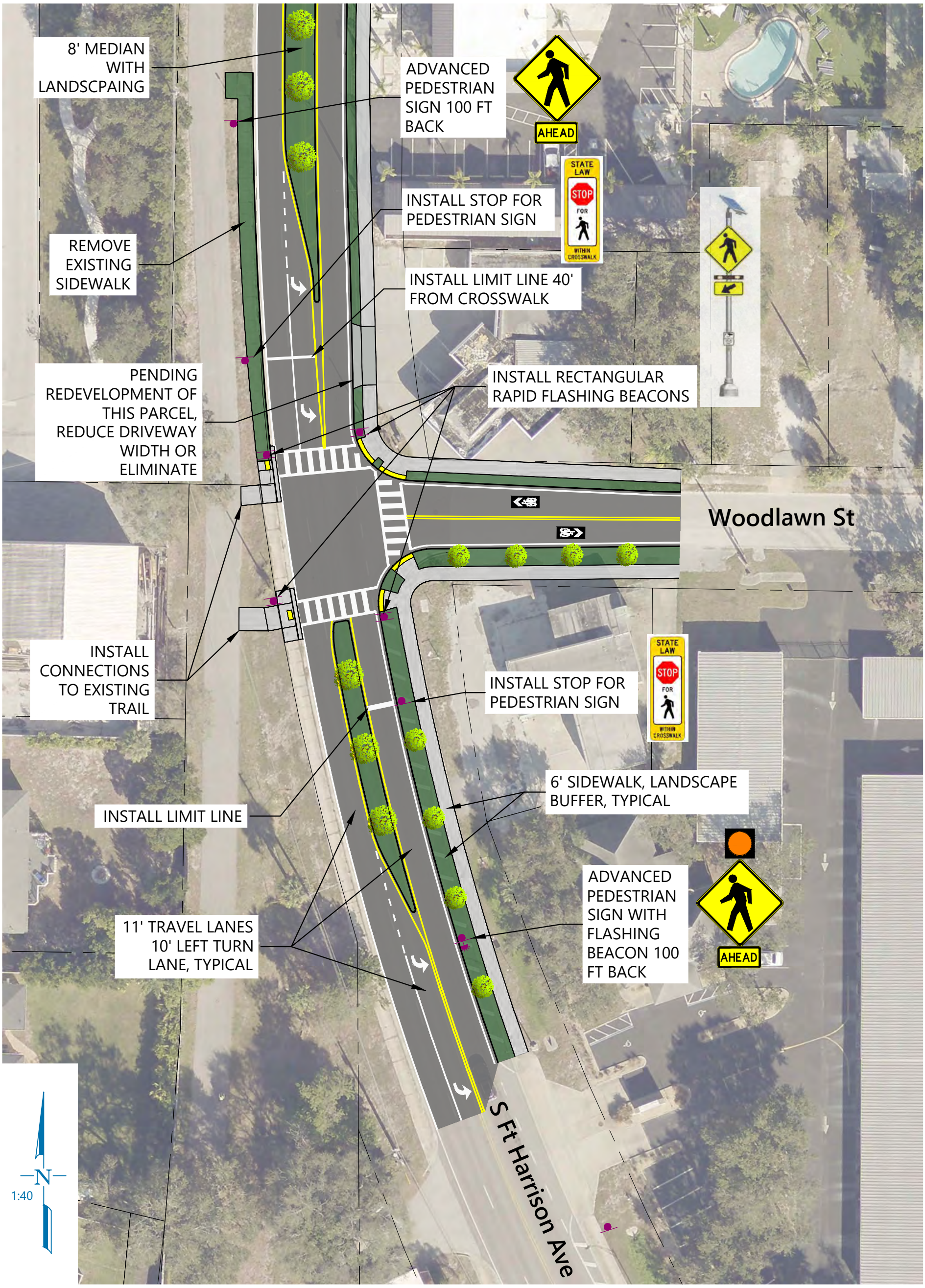
Classification	Street Name	From	To	Length (in Feet)	Sidewalk Gap Extent
Collector	Highland Ave	Gulf to Bay Blvd	Druid Rd	1,327	One Side
Collector	Highland Ave	Valencia St	Jordan Hills Ct	3,144	One Side
Collector	Highland Ave	Timmons Ter	Southridge Dr	1,179	One Side
Arterial	Keene Rd	Drew St	Cleveland St	1,066	One Side
Collector	Lake Ave	Drew St	Belleair Rd	10,550	One Side
Collector	Lakeview Rd	Hillcrest Ave	West of Highland Ave	1,100	One Side
Collector	Lakeview Rd	Eastfield Dr	Hercules Ave	561	One Side
Collector	MLK Jr Ave	Howard St	Belleair Rd	609	One Side
Collector	Nursery Rd	Highland Ave	Morrow Dr	3,245	One Side
Collector	Old Coachman Rd	Farrier Trl	Carpenter Field	2,726	One Side
Collector	Old Coachman Rd	Americus Dr	North of Sunset Point Rd	1,025	One Side
Collector	Old Coachman Rd	Manor Blvd	Farrier Trl	2,535	One Side
Collector	Overbrook Ave	Jade Ave	Betty Ln	580	One Side
Collector	Palmetto St	Myrtle Ave	MLK Jr Ave	1,799	One Side
Collector	Palmetto St	Missouri Ave	Highland Ave	5,437	One Side
Collector	Palmetto St	Casler Ave	West of Saturn Ave	660	One Side
Collector	Seville Blvd	US 19	West of Altra Dr	454	One Side
Collector	Sky Harbor Dr	Gulf to Bay Blvd	Cross Cir	463	One Side
Collector	Soule Rd	Union St	Sylvan Abbey Memorial Park	678	One Side
Collector	Soule Rd	Robinwood Rd	Sunset Point Rd	885	One Side
Arterial	Sunset Point Rd	Fort Harrison Ave	Stevenson Ave	1,000	One Side
Arterial	Sunset Point Rd	Douglas Ave	Lombardy Drive	5,820	One Side
Collector	Union St	Edgewater Dr	West of Milwaukee Ave	4,162	One Side

NO PARKING
ANYTIME
NO
SPEED LIMIT
20

Appendix D: Concept Plans

S Ft Harrison Avenue:
At Woodlawn Street

CLEARWATER
BRIGHT AND BEAUTIFUL · BAY TO BEACH



CONCEPTUAL - NOT FOR CONSTRUCTION.
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Connecting Clearwater
Active Transportation Plan

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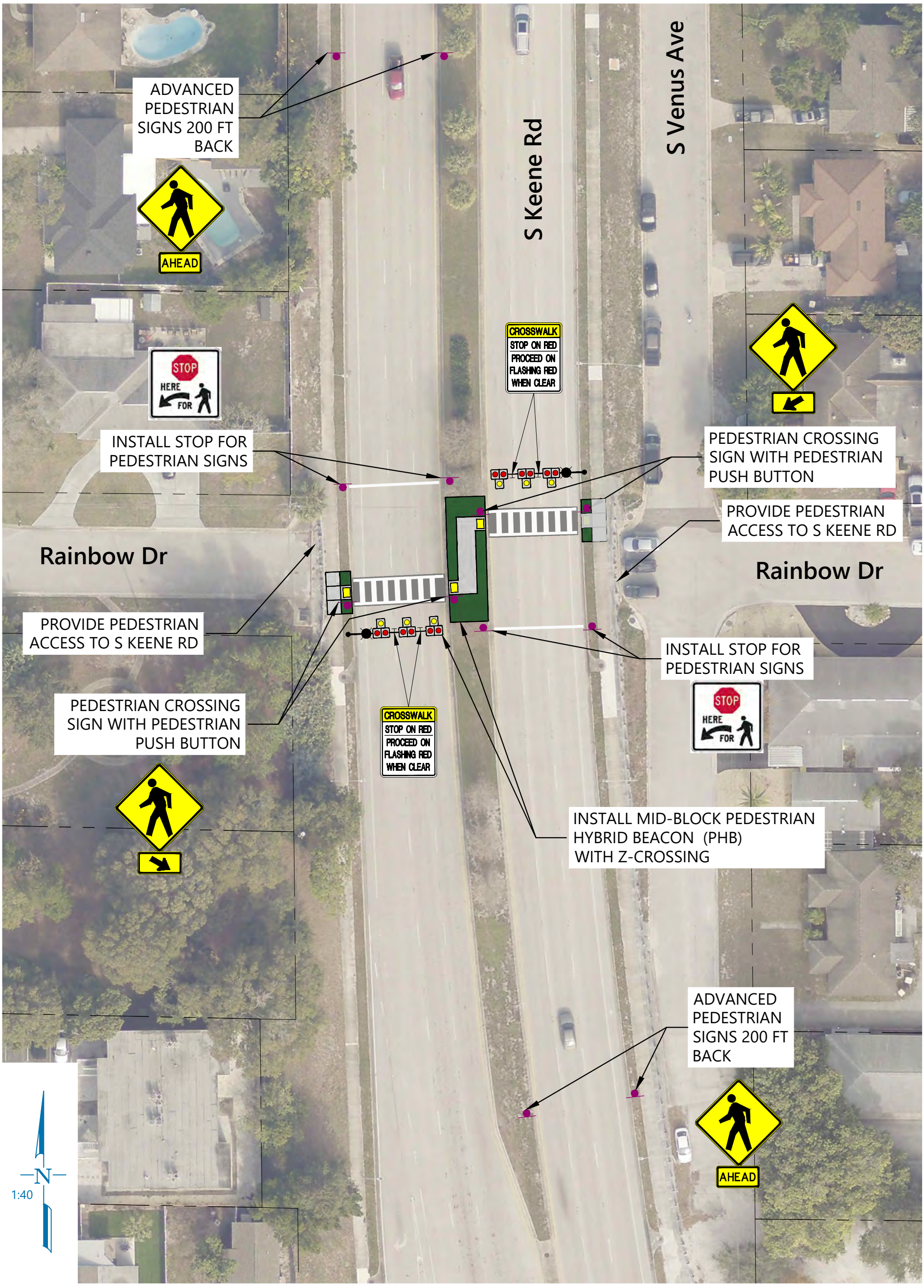
S Keene Road:
At Rainbow Drive

CLEARWATER
BRIGHT AND BEAUTIFUL · BAY TO BEACH



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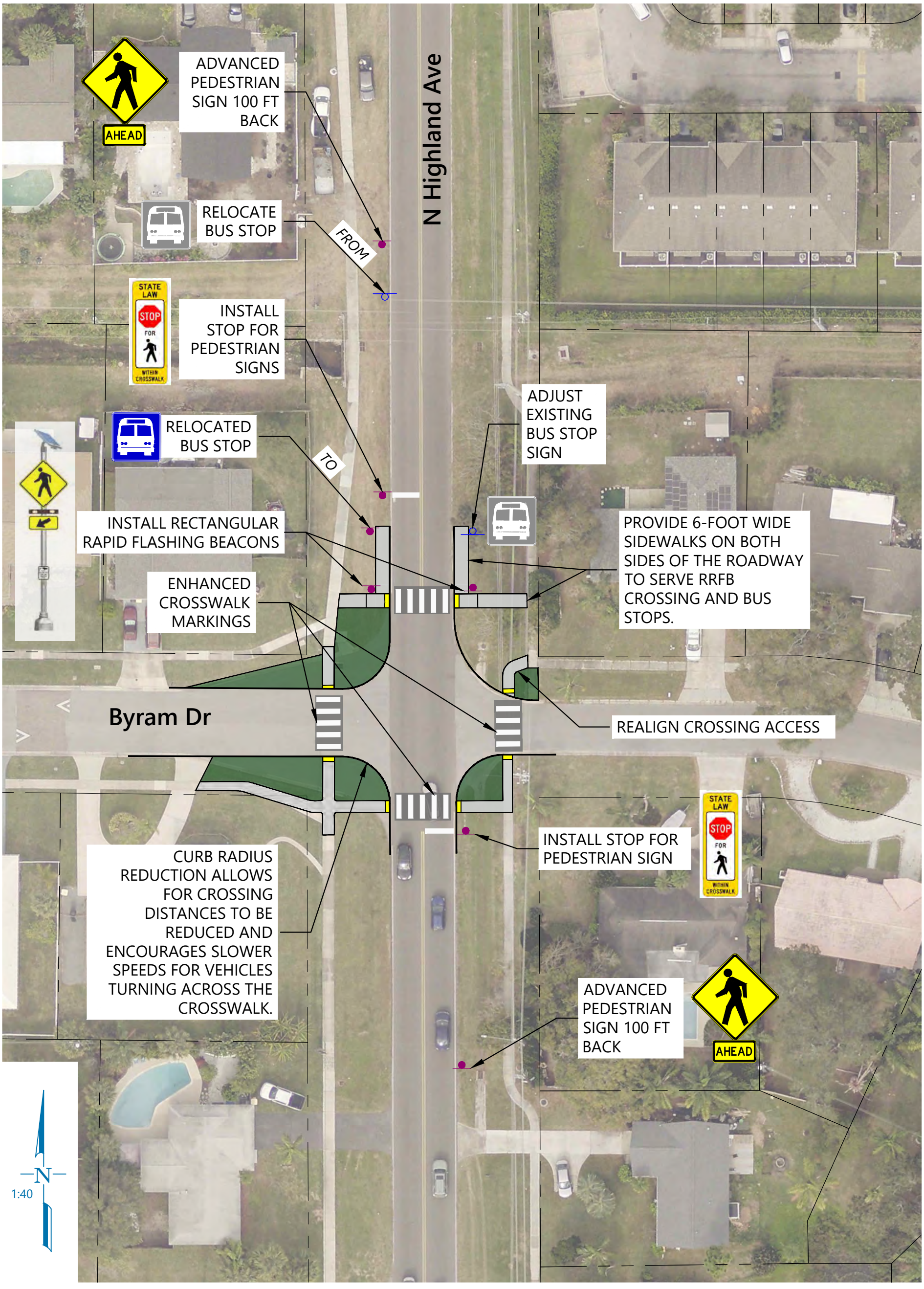
Dec 15, 2025

N Highland Avenue:
At Byram Drive

CLEARWATER
BRIGHT AND BEAUTIFUL · BAY TO BEACH



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Dec 15, 2025

Lakeview Road: S Ft Harrison Avenue To S Missouri Avenue

1 of 1

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Active Transportation Plan

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SANDY LANE - GREENLEA DRIVE: N Betty Lane to N Keene Road

1 of 2

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SANDY LANE - GREENLEA DRIVE: N Betty Lane to N Keene Road

2 of 2

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Active Transportation Plan

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MARTIN LUTHER KING JR. AVENUE: Fairmont Street To Maple Street

1 of 2

MARTIN LUTHER KING JR. AVENUE:

2 of 2

CLEARWATER
BRIGHT AND BEAUTIFUL · BAY TO BEACH

Connecting Clearwater
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MONTCLAIR ROAD - OLD COACHMAN ROAD: N Keene Road to Utopian Blvd

1 of 2

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MONTCLAIR ROAD - OLD COACHMAN ROAD: Utopian Blvd to Sunset Point Road

2 of 2

Connecting Clearwater
Active Transportation Plan

SEE SHEET 1

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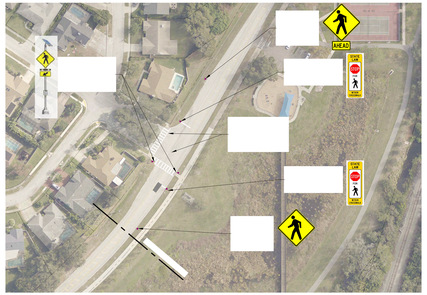
OLD COACHMAN ROAD: Sunset Point Road To Farrier Trail

1 of 1

Connecting Clearwater
Active Transportation Plan



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SUNSET POINT ROAD: Old Coachman Road to Lawson Road

1 of 2

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Active Transportation Plan

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SUNSET POINT ROAD: U.S. Hwy 19 to Soule Road

2 of 2

Connecting Clearwater
Active Transportation Plan

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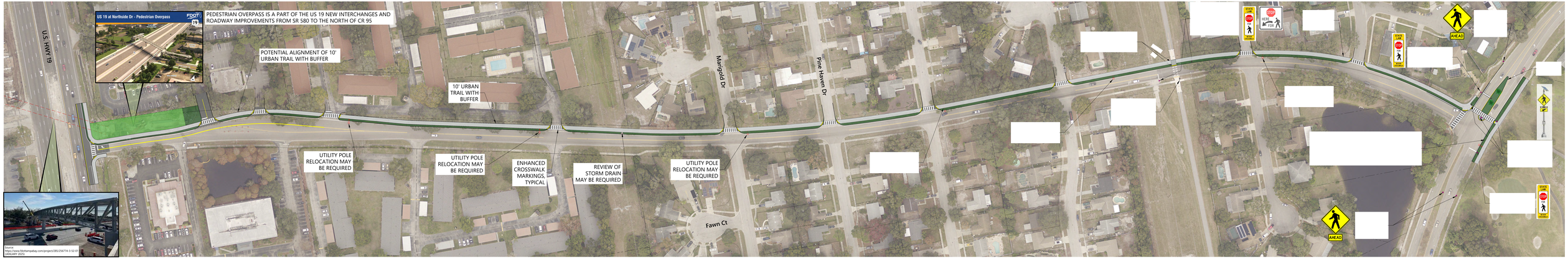
NORTHSIDE DRIVE: U.S. Highway 19 to Countryside Boulevard

1 of 1

Connecting Clearwater
Active Transportation Plan



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