

CLEARWATER

A bright and beautiful future.

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Mobility



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INTRODUCTION

This chapter offers guidance for improving the performance of the roadway network, increasing travel safety and destination accessibility, promoting walking, biking and transit use as safe and convenient alternatives to driving, and improving connections to local and regional employment centers. This chapter offers recommendations for monitoring and managing congestion along major travel corridors, improving multimodal transportation options, promoting walking and biking as alternatives to driving, and addressing the impacts seasonal and special event travel on the livability and competitiveness of Clearwater Beach and Downtown Clearwater.

PLANNING CONTEXT

Clearwater's position as an established and largely built-out community creates unique challenges for transportation planning. Right of way constraints limit opportunities to add capacity along major corridors, multimodal travel options, especially in more auto-oriented places, are limited and can be difficult to access, and seasonal shifts in travel demand impact the daily lives of local residents, workers, and business operators. To address these challenges, planning policies and programs presented in this chapter aim to maximize capacity on the existing network; improve travel safety and accessibility for all users; support improved connectivity and reinvestment in Downtown, in activity centers along US 19, and along key arterial corridors; and expand options for alternative forms of travel, including transit use, walking, and biking.

CHAPTER FOCUS

Goals, objectives, and policies in this chapter establish policy direction and expand programs and initiatives designed to improve local mobility and regional connectivity. Objectives and policies recognize the following:

- Travel safety is a critical local and regional priority;
- Opportunities exist to improve roadway network performance through creative approaches to system monitoring, management, and operations;
- An integrated approach is required to secure the long term success of Downtown and Clearwater Beach and meet the mobility demand of daily travelers, seasonal visitors, workers, and event attendees;
- Increased use of transit and active transportation (walking and biking) options helps reduce pressure on the road network, promotes public health, and expands travel options, especially for younger and older residents, lower income residents and workers, and those without access to a car; and
- Regional connectivity is important to the city's livability and competitiveness.

CHAPTER ORGANIZATION

The contents of the chapter are organized around the following goals:

M 1. MOBILITY NETWORK PERFORMANCE & SAFETY

Provide a safe, convenient, smart, efficient, and interconnected transportation system that balances the needs of all users; promotes mode shift from single occupancy vehicle trips to walking, biking, transit, and micromobility; and improves quality of life, expands opportunity, and improves access to local and regional destinations.

M 2. MULTIMODAL MOBILITY

Expand transportation alternatives to lessen dependence on single-occupancy vehicle trips by expanding multimodal travel options.

M 3. AIRPARK

Plan for the safe and efficient operation of the Clearwater Airpark.

M 4. LOGISTICS AND DELIVERIES

Plan for the safe and efficient movement and delivery of goods throughout the city.

Missouri Avenue and Court Street Intersection



M 1. Roadway Ownership

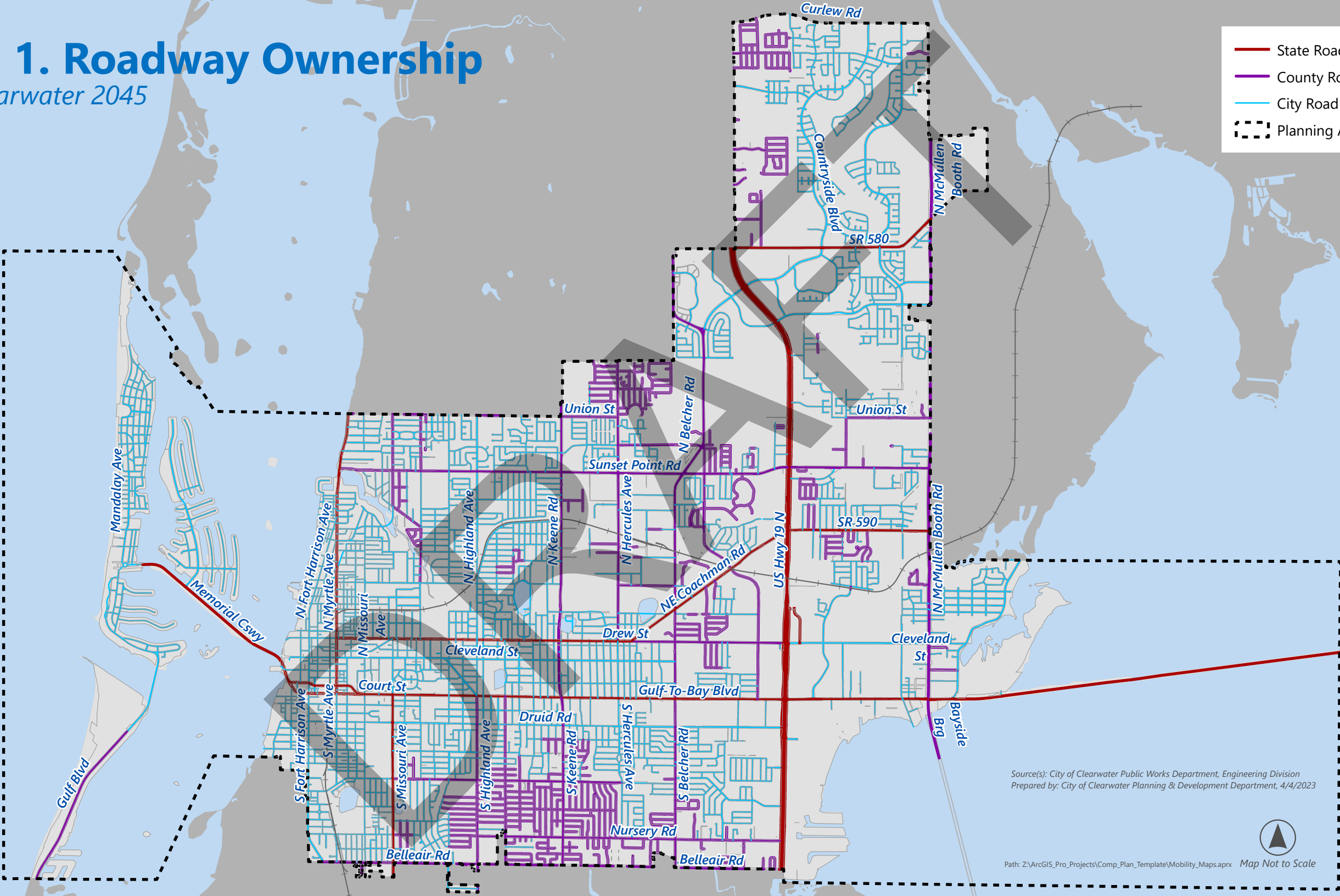
Clearwater 2045

State Road

County Road

City Road

Planning Area



Source(s): City of Clearwater Public Works Department, Engineering Division
Prepared by: City of Clearwater Planning & Development Department, 4/4/2023



M 2. Trails and Bike Lanes

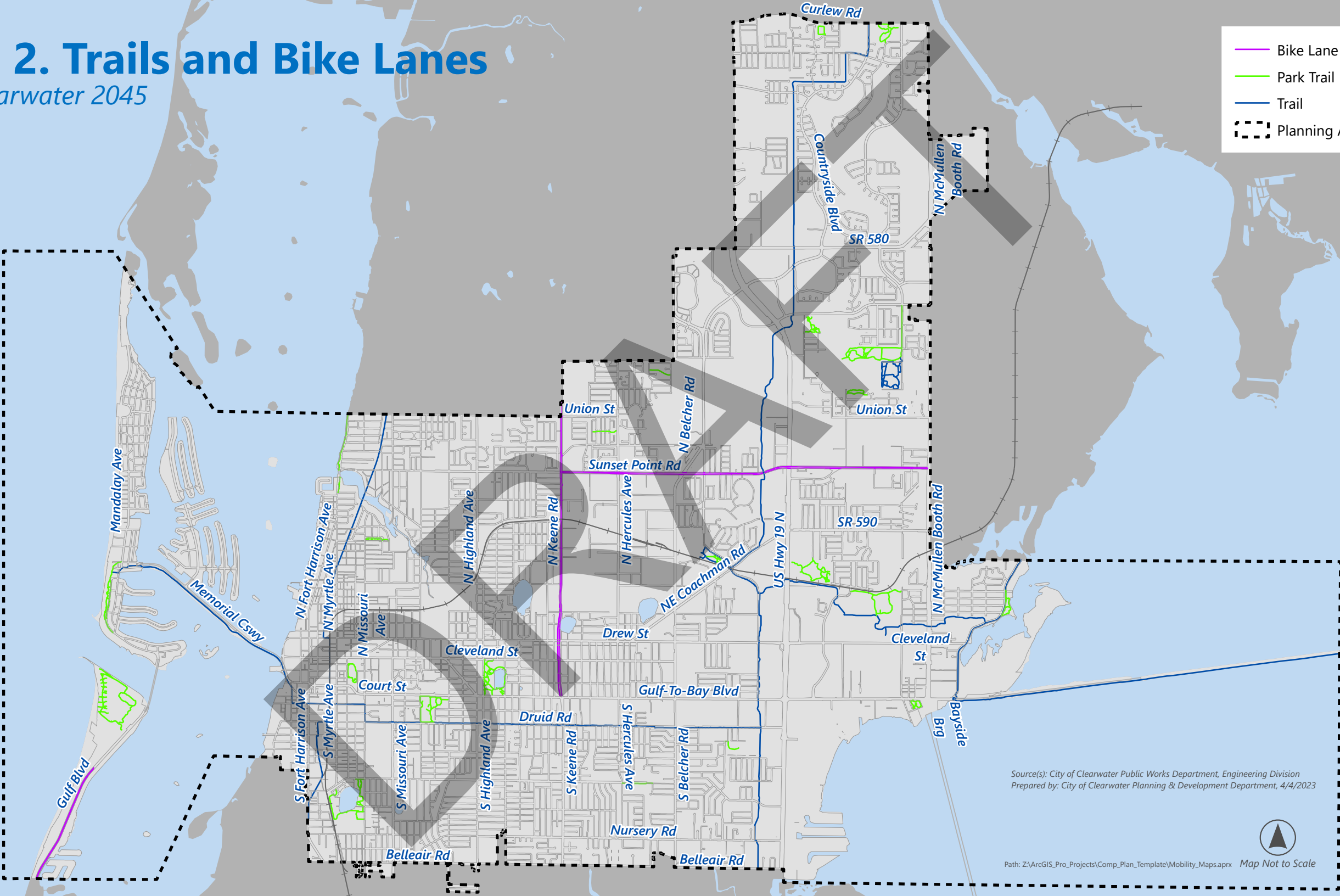
Clearwater 2045

Bike Lane

Park Trail

Trail

Planning Area



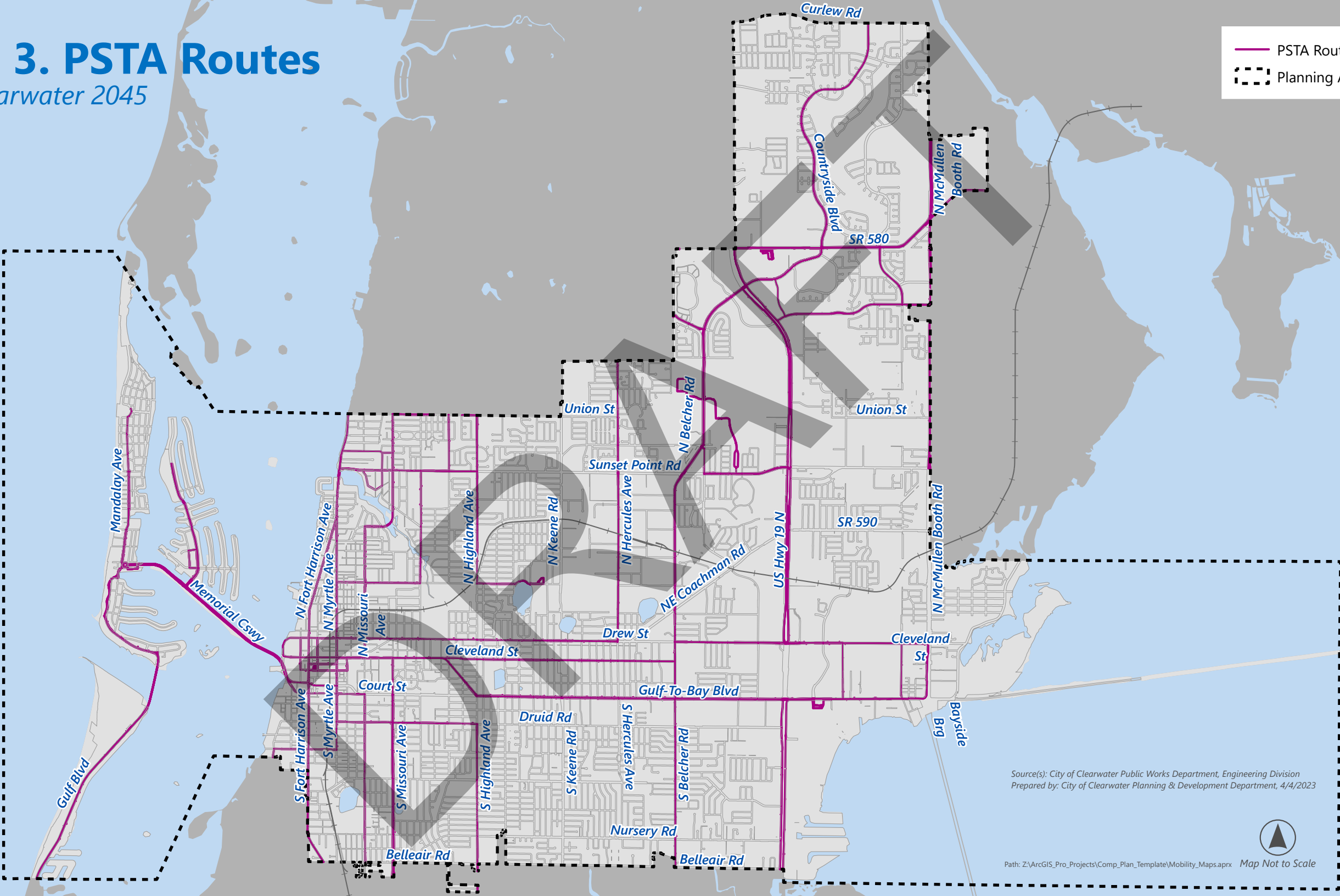
Source(s): City of Clearwater Public Works Department, Engineering Division
Prepared by: City of Clearwater Planning & Development Department, 4/4/2023

M 3. PSTA Routes

Clearwater 2045

PSTA Routes

Planning Area



Source(s): City of Clearwater Public Works Department, Engineering Division
Prepared by: City of Clearwater Planning & Development Department, 4/4/2023

GOAL M 1

Provide a safe, convenient, smart, efficient, and interconnected transportation system that balances the needs of all users, promotes mode shift from single-occupancy vehicle trips to walking, biking, transit, and micromobility, and improves quality of life, expands opportunity, and improves access to local and regional destinations.

OBJECTIVE M 1.1

Maintain acceptable transportation network performance while furthering development of a multimodal transportation system that improves mobility and safety for all roadway users—pedestrians, bicyclists, transit users, and motorists.

POLICIES

M 1.1.1

Continue implementation of the current Mobility Management System through the Community Development Code to generate funding for multimodal mobility improvements.

M 1.1.2

Evaluate the feasibility of creating a Transportation Management Association to implement a Transportation Demand Management Program for Downtown Clearwater and Clearwater Beach.

M 1.1.3

Continue to monitor transportation conditions in the city, including roadway and multimodal levels of service, active transportation, and travel safety by user group.

M 1.1.4

Consider implementing a multimodal screening tool to evaluate multimodal elements, such as sidewalks, bike lanes, or transit access, during site plan reviews or Future Land Use Map or Zoning Atlas Amendment applications.

M 1.1.5

Preserve and protect existing and future transportation corridors through administration of Community Development Code provisions addressing right-of-way preservation and implementation of Pinellas County Future Rights-of-Way Map.

M 1.1.6

Analyze impacts of roadway design on the ability to evacuate populations during emergencies.

M 1.1.7

Monitor seasonal changes in travel demand and traffic patterns and operations and expand alternative transportation strategies to address seasonal congestion.

M 1.1.8

Develop traffic management plans for use on Clearwater Beach or other locations with significant fluctuations in demand due to special events or seasonal impacts.

M 1.1.9

Support educational and outreach initiatives to promote safe travel behavior and increase public awareness of alternative forms of transportation, including transit, active transportation, and micromobility.

M 1.1.10

Study the effects of micromobility within the city and use the findings to prioritize future projects and programs.

M 1.1.11

Evaluate the impacts of prolonged road closures on road performance, mobility, and safety of all users.

M 1.1.12

Continue to limit or consolidate direct access points (curb cuts), require cross access easements, and prohibit new access points for out-parcels through the site plan review process.

M 1.1.13

Evaluate opportunities to re-establish a transportation grid and improve pedestrian connectivity.

M 1.1.14

Review right-of-way vacation requests to ensure pedestrian connectivity is not interrupted, street grid patterns are not reduced, and superblocks are not created.

M 1.1.15

Consider completing a comprehensive mobility study throughout the city.

OBJECTIVE M 1.2

Consider the equity of all users of the transportation network when reviewing site plan applications or implementing infrastructure improvements.

POLICIES

M 1.2.1

Consider conducting a needs assessment to inventory and assess mobility needs of city residents.

M 1.2.2

Study and design roadway infrastructure and transportation network improvements that harmonize with the context of the adjacent neighborhood and ensure that all users are considered and are not disproportionately affected.

M 1.2.3

Ensure development plans provide safe and accessible connections from transit stops.

M 1.2.4

Continue to fund maintenance, retrofit, and construction of sidewalks to meet Americans of Disabilities Act (ADA) standards/requirements.

M 1.2.5

Support the creation of expanded transportation service options and types to service traditionally vulnerable populations.

M 1.2.6

Develop strategies that connect underserved neighborhoods and populations to adjacent trail networks.

M 1.2.7

Continue to upgrade right-of-way signage during scheduled replacements with ADA-compliant signage.

OBJECTIVE M 1.3

Research, develop, and deploy technological applications and projects to support connected vehicles, enhanced mobility, and safety while minimizing impacts to equity, liability, and sustainability.

POLICIES

M 1.3.1

Utilize 5G technologies for near-term implementation and expansion of the city's fiber network to allow for enhanced traffic and parking management projects and programs.

M 1.3.2

Research projects and programs to best support Connected Autonomous Vehicles (CAV) and their safe movement throughout the city.

M 1.3.3

Evaluate and implement the use of integrated parking management systems and pricing to best-utilize the city's public parking lots and garages.

M 1.3.4

Research the use of "air-taxis" and study the feasibility of allowing "vertiports" to be constructed within the city.

M 1.3.5

Consider implementing standards for aerial or other autonomous delivery methods.

OBJECTIVE M 1.4

Continue to plan for and implement improvements to the transportation system as recommended in *Greenprint 2.0*.

POLICIES

M 1.4.1

Support improvements to enable increased use of transit, walking, and cycling for a greater percentage of overall travel and reduce the number and length of vehicle trips.

M 1.4.2

Reduce the greenhouse gas emissions of the city vehicle fleet by shifting to cleaner fuels and more fuel-efficient vehicles.

M 1.4.3

Expand publicly accessible electric vehicle (EV) charging infrastructure, especially at city facilities and future park-and-ride locations.

M 1.4.4

Establish requirements for EV charging infrastructure in new development and redevelopment.

M 1.4.5

Research and develop street design standards that aim to maximize efficiency and minimize heat.

OBJECTIVE M 1.5

Establish safety as the number one transportation priority and commit to a “Vision Zero” approach to eliminate traffic fatalities and serious injuries.

POLICIES

M 1.5.1

Address travel safety and utilize the Federal Highway Administration’s Safe System elements as part of all transportation planning, complete streets, active transportation, and transit planning processes.

M 1.5.2

Identify crash hotspots and assess the feasibility of data-driven safety countermeasures in all transportation improvement projects within the city, whether undertaken by FDOT, Pinellas County, the city, or Pinellas Suncoast Transit Authority (PSTA).

M 1.5.3

Collaborate with local and regional partners to promote the safe use and enjoyment of multimodal mobility systems serving the city.

M 1.5.4

Focus education and enforcement activities in areas identified as crash hotspots.

M 1.5.5

Consider implementing a Safe Routes to School Program.

M 1.5.6

Connect more schools and commercial and employment areas to neighborhoods with sidewalks or other pedestrian pathways.

M 1.5.7

Focus improvements to the transportation network on those High-Injury Network (HIN) roadways as found within the Safe Streets Pinellas Action Plan.

M 1.5.8

Continue to implement Complete Streets in redesigned roadways providing for safe and alternative means of transportation.

M 1.5.9

Continue to provide access to residential, commercial, and recreational areas by providing direct routes such as trails and continuous sidewalks between destinations in order to minimize potential conflicts between pedestrians and motor vehicles.

OBJECTIVE M 1.6

Ensure Community Development Code provisions promote travel safety and support multimodal mobility.

POLICIES

M 1.6.1

Continue to evaluate the Community Development Code for opportunities to include and enhance safety measures for vehicular stacking, vehicular and pedestrian connections, circulation, and cross-parcel access.

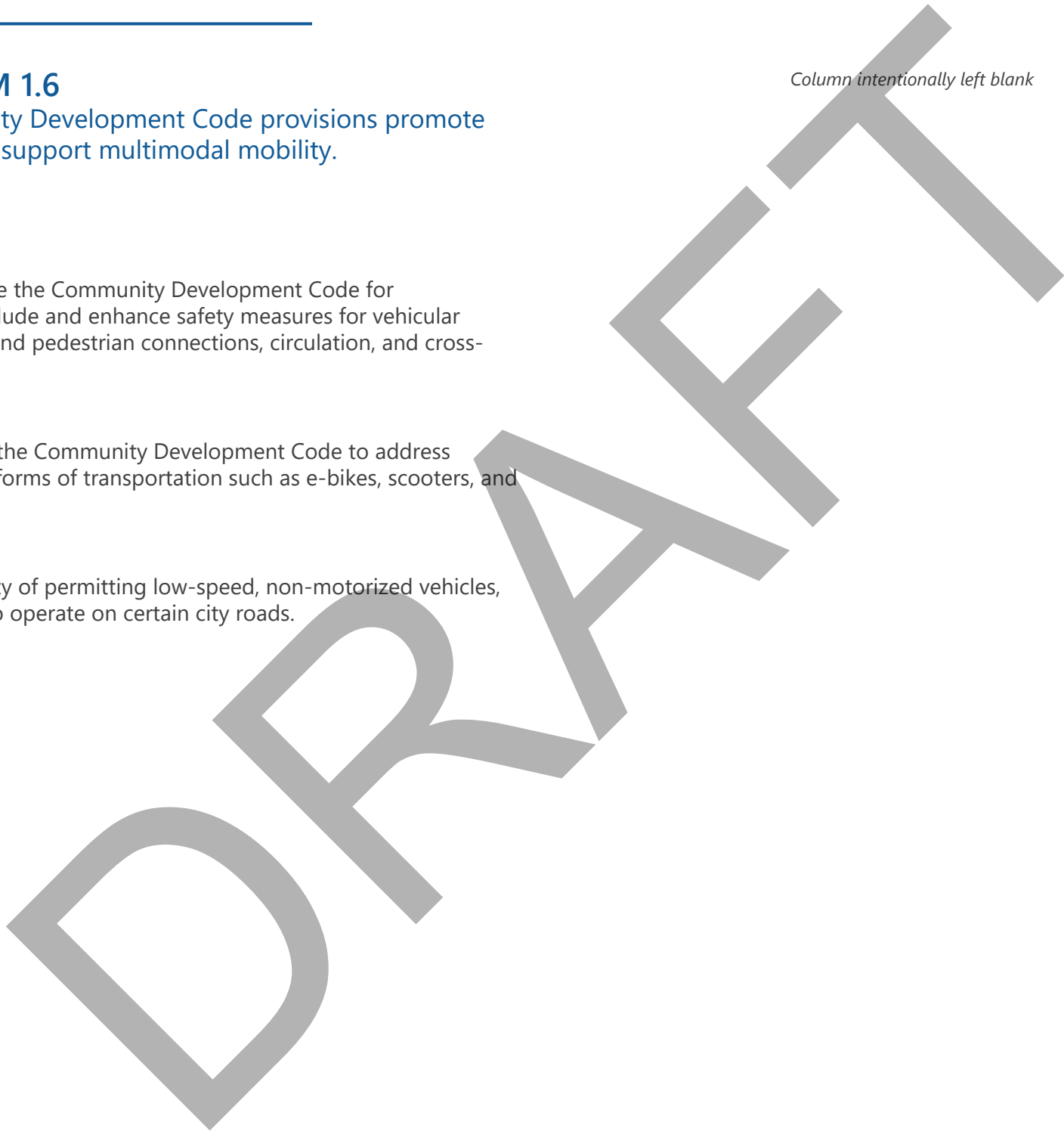
M 1.6.2

Review and update the Community Development Code to address multimodal or new forms of transportation such as e-bikes, scooters, and electric vehicles.

M 1.6.3

Explore the feasibility of permitting low-speed, non-motorized vehicles, such as golf carts, to operate on certain city roads.

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GOAL M 2

Expand transportation alternatives to lessen dependence on single-occupancy vehicle trips by expanding multimodal travel options.

OBJECTIVE M 2.1

Future improvements to transportation corridors should be designed to support multimodal mobility, placemaking, land use, and economic development.

POLICIES

M 2.1.1

Establish and implement priority recommendations from the *Complete Streets for Clearwater Implementation Plan* to incorporate into the Capital Improvement Plan and develop a monitoring and reporting program to track progress.

M 2.2.2

Consider the use of pilot or quick-build projects on roadways to analyze the operational effects of complete streets techniques.

M 2.2.3

Establish complete streets and context classifications design standards in the Community Development Code.

M 2.2.4

Create internal guidelines or policies that assist in determining which roadway projects should prioritize complete streets.

M 2.2.5

Improve access, safety, and walkability through the provision of improved pedestrian and bicycle connections and enhanced transit accommodations.

OBJECTIVE M 2.2

Encourage and incentivize investments that support increased levels of internal trip capture, reduce vehicle trips and miles traveled, and promote walking and biking as attractive alternatives to driving.

POLICIES

M 2.2.1

Prioritize capital investments to support walking, biking, and micromobility, including e-bikes, that connect city neighborhoods to Downtown Clearwater, Clearwater Beach, and commercial areas.

M 2.2.2

Adhere to the pedestrian and bicycle improvement policies and design guidelines set forth in *Beach by Design: A Preliminary Design for Clearwater Beach and Design Guidelines*.

M 2.2.3

Update the city's 2006 *Shifting Gears: Bicycle and Pedestrian Master Plan*, building on the research and analysis conducted to support the *Advantage Pinellas: Active Transportation Plan*.

M 2.2.4

Promote educational and awareness programs to ensure physical safety of non-motorized transportation users in accordance with the city's *Shifting Gears: Bicycle and Pedestrian Master Plan* and the *Advantage Pinellas: Active Transportation Plan*.

M 2.2.5

Use the *Parks and Recreation Master Plan* to guide development of new and enhance existing trail systems throughout the city.

M 2.2.6

Prioritize pedestrian safety along sidewalks and crosswalks through solutions such as better lighting, pedestrian scramble, rectangular rapid flashing beacons (RRFBs), leading pedestrian intervals, and raised crosswalks.

M 2.2.7

Prioritize the use of the county and city trails as alternative modes of transportation to help reduce vehicle trips and miles traveled.

M 2.2.8

Consider opportunities to improve the city-owned portion of the Pinellas Trail through Downtown to increase usage.

M 2.2.9

Continue exploring options to expand the operational hours of the Pinellas Trail to allow for increased usage.

Pinellas Trail



OBJECTIVE M 2.3

Support the development of a frequent, high-quality, and reliable transit network.

POLICIES

M 2.3.1

Prioritize capital investments that support transit use and improve transit stop accessibility.

M 2.3.2

Continue active participation and support for transit feasibility and project development activities for transit service improvement projects and initiatives.

M 2.3.3

Explore opportunities to promote more intense, walkable, and transit-supportive forms of development along corridors identified as Multimodal Corridors and Future Transit Corridors on the Countywide Plan Map.

M 2.3.4

Work with developers, PSTA, and other partners to determine the best locations for park-and-ride services and promote these services to the public.

M 2.3.5

Continue to explore surface, aerial, and waterborne transit opportunities to increase mobility options throughout the city and from Downtown Clearwater to Clearwater Beach.

M 2.3.6

Support the implementation of operational techniques that allow the prioritization of high-ridership bus routes such as dedicated bus lanes, signal prioritization, or queue jumps.

M 2.3.7

Develop curb management solutions to address impacts of ride-share services such as Uber and Lyft.

Crosswalk with a Rectangular Rapid Flashing Beacon (RRFB)



GOAL M 3

Plan for the safe and efficient operation of the Clearwater Airpark.

OBJECTIVE M 3.1

Support long-range planning for maintenance, improvement, and possible expansion of the Clearwater Airpark.

POLICIES

M 3.1.1

Continue implementation of recommendations in the *2020 Airport Master Plan*.

M 3.1.2

Complete an update to the *2020 Airport Master Plan* by 2040 to ensure compliance with Federal Aviation Administration (FAA) safety Standards.

M 3.1.3

Review proposed developments to ensure they do not conflict with requirements found in the *Airport Master Plan*.

Clearwater Airpark Runway



GOAL M 4

Plan for the safe and efficient movement and delivery of goods throughout the city.

OBJECTIVE M 4.1

Ensure delivery service (UPS, FedEx, Amazon) access is considered in planning to serve new development and redevelopment.

POLICIES

M 4.1.1

Ensure that Community Development Code standards adequately address safety and functionality for delivery services within the city.

M 4.1.2

Evaluate existing and proposed truck routes to ensure efficient and safe movement of goods while protecting neighborhoods.

M 4.1.3

Evaluate potential areas for on-street loading/delivery zones on Clearwater Beach and in Downtown Clearwater.