

# Connecting Clearwater

Active Transportation Plan



# Memorandum

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To: Richard Hartman, City of Clearwater

From: Kathrin Tellez, Fehr & Peers

Subject: **Active Transportation Plan – Project Development Approach**

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## Introduction

The City of Clearwater Active Transportation Plan (ATP), known as Connecting Clearwater, will serve as a roadmap to enhance active transportation facilities within the city. This document outlines the process that will be used to identify projects to include in the ATP that will help the city meet the Active Transportation Plan's key objectives:

1. Identify a citywide low-stress active transportation network that complements other travel modes, especially transit, supports future land use patterns, and connects to active transportation facilities in adjacent communities.
2. Improve transportation safety outcomes for people outside of motorized vehicles, including pedestrians, bicyclists, and other non-automobile transportation system users
3. Develop a feasible project list that can be implemented as standalone projects, as a part of other planned transportation system improvements, or as a part of the development process, that can be integrated with the 2045 Comprehensive Plan and the Advantage Pinellas Active Transportation Plan (2024).

## Project Development Approach

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

- Existing bicycling and walking network
- Level of Traffic Stress (LTS) for pedestrians and bicyclists
- High Injury Network (HIN)
- Posted speed
- Land use accessibility
- Number of travel lanes
- Roadway volumes
- Roadways with a posted speed limit greater than 35 miles per hour and LTS of 3 or 4
- Feedback from the community
- Planned projects

This information is detailed in the June 2025 Existing Conditions report.

## Project Types

Using the information from the existing conditions assessment, a variety of different project types will be identified, including (different facility types are defined in the existing conditions report):

**Trails** – A potential new trail has been identified along the CSX Clearwater Subdivision and is included in the Forward Pinellas Active Transportation Plan. While it is unlikely that this facility would be constructed in the near-future, it may be feasible in the long term.

**Urban Trails / Wide Sidewalks** – The public feedback indicated a desire for walking and bicycling facilities separated from the vehicle traffic. The opportunity to widen sidewalks within the existing right-of-way to better accommodate pedestrian and bicycle travel will be reviewed for collector and arterial corridors throughout the city.

**Enhanced Bike Lanes** – Existing bike lanes were reviewed for their potential to be widened with a corresponding decrease in the width of the adjacent travel lane, with the potential to provide a physical separation between the bike lane and the vehicle lane if the right-of-way and context allow. These types of modifications could be conducted as part of routine resurfacing activities.

**Bike lanes** - Prior planning efforts identified the potential for on-street bike lanes on several corridors throughout the city, such as Highland Avenue. These projects will be reviewed at a high level for feasibility and appropriateness given the roadway characteristics.

**Neighborhood Greenway or Shared Lanes** – There are many local neighborhood streets where the traffic volumes and speed are conducive to sharing the road with bicyclists. Many people already bike and/or walk on these streets to get to their destination. By creating a more formal

network of neighborhood greenway streets, improvements can be made at major crossing locations, connecting people with a larger number of destinations. In the longer term, the neighborhood greenways could be coupled with traffic calming devices, pending additional analysis.

**Crossing treatments** – Crossing improvements at key locations will be identified in the plan, including the potential for:

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

**Signalized intersection treatments** – There may also be opportunities to implement modifications to existing signalized intersections, including:

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

While specific improvements will not be identified for every signalized intersection in the city, potential systemic and spot improvement types will be identified in the plan along with a few example locations. These improvements could be implemented as a part of routine traffic signal timing modifications and maintenance.

Once the draft network has been developed, it will be shared with the Technical Advisory Committee, stakeholders and the public for review and feedback prior to the finalization of the Active Transportation Plan. All projects identified within Connecting Clearwater will need additional engagement, planning and engineering review prior to funding being allocated for their construction.