

Complete Streets for Clearwater Implementation Plan

April 1, 2019

“If you design a city for cars, it fails for everyone, including drivers. If you design a multimodal city, it works better for everyone, including drivers.”

*-Brent Toderian
Former Vancouver Chief Planner*

Why Complete Streets for Clearwater?

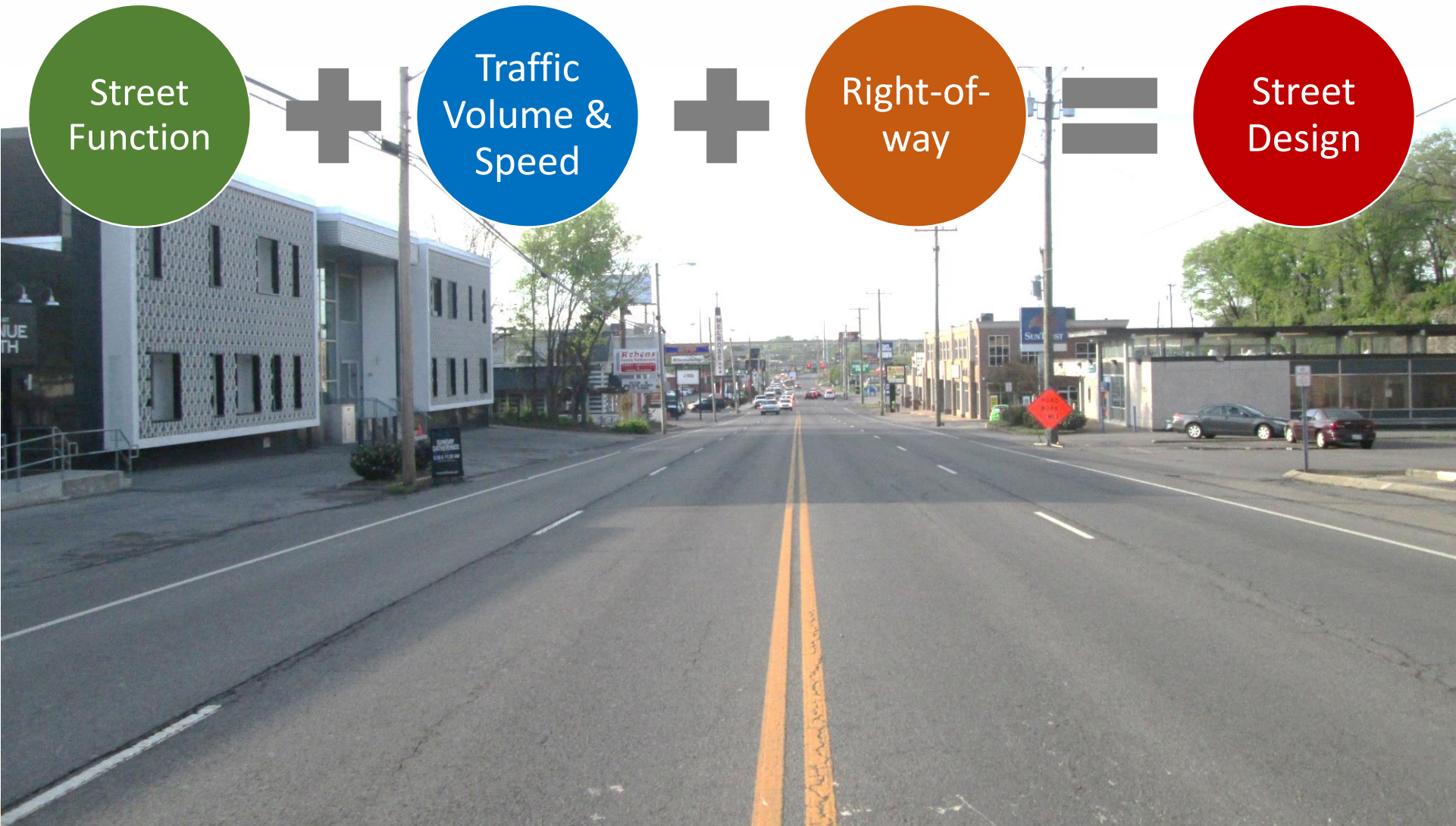
- Safe streets: Actual and perceived comfort and safety support all users
- Mobility: Help people travel and access destinations by all modes
- Economy: Significant tourism arrives from airports, large number of commuters
- Equity: Large number of citizens don't own a vehicle



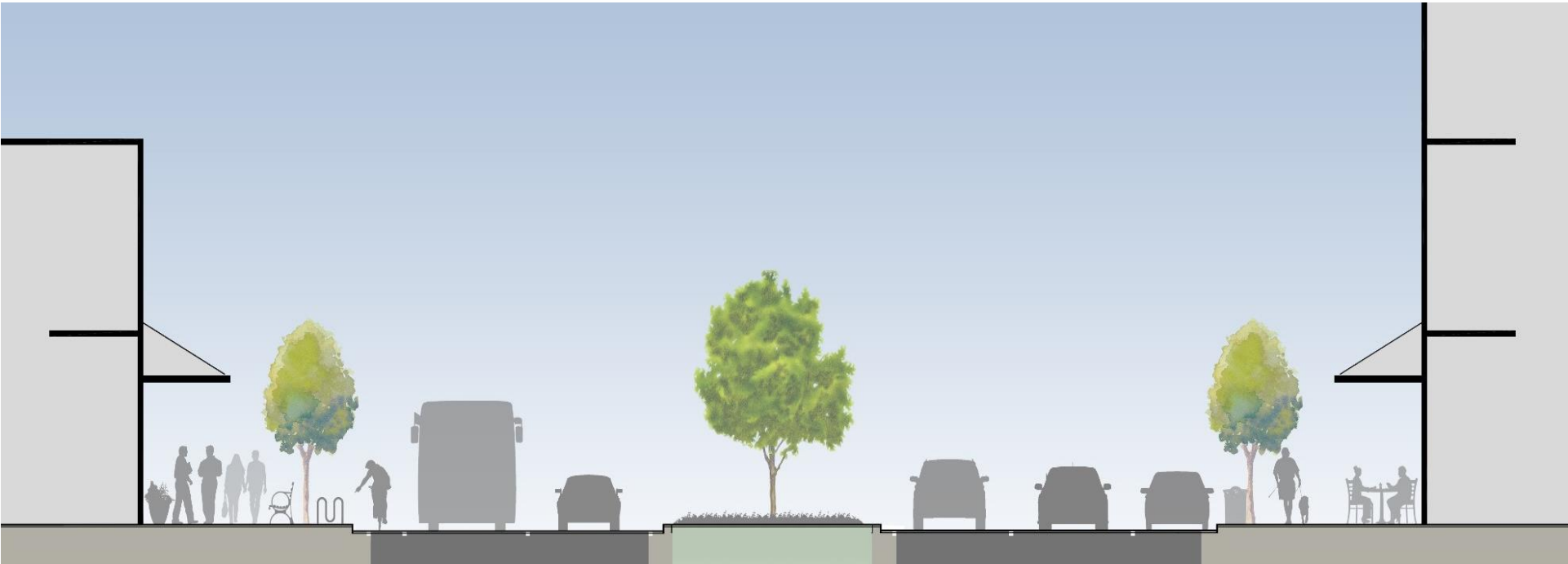
Advisory Committee for Complete Streets

This plan makes a difference in how the City designs streets

Traditional Car Focused Decision-Making = No Choice



Flexible Decision-Making: Focus on Land Use and Mobility Options



Arrest made in fatal tandem-bicycle crash in Clearwater

One bicyclist dies and his girlfriend is in a coma after they were struck by a vehicle. A driver is arrested.

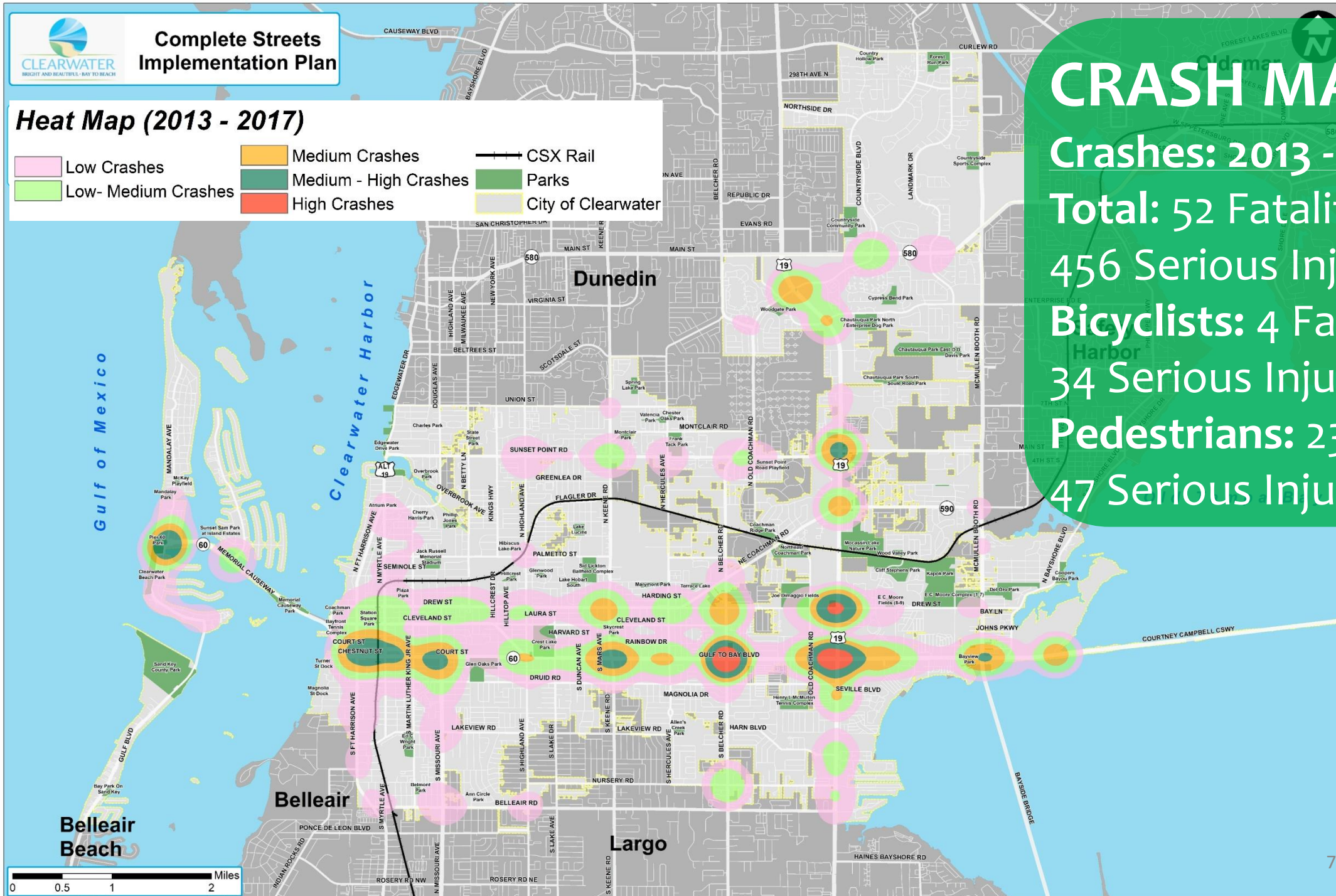
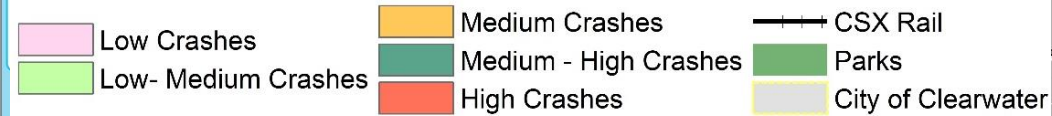


The collision on Memorial Causeway shattered the tandem bicycle. The couple riding it were far apart. Bay News 9

One dead in fatal Clearwater crash with another injured



Heat Map (2013 - 2017)



CRASH MAP

Crashes: 2013 - 2017

**Total: 52 Fatalities &
456 Serious Injuries**

**Bicyclists: 4 Fatalities &
34 Serious Injuries**

**Pedestrians: 23 Fatalities &
47 Serious Injuries**

Benefits of Complete Streets

- Improve Residents' Quality of Life
 - Health & Safety
 - Economic Strength
 - Equity
 - Community Cohesion
 - Sustainable Environment



Not all corridors are alike...corridors need to meet different needs and opportunities, and support all people.

Guiding Principles

Safe, Comfortable Travel



Accessibility



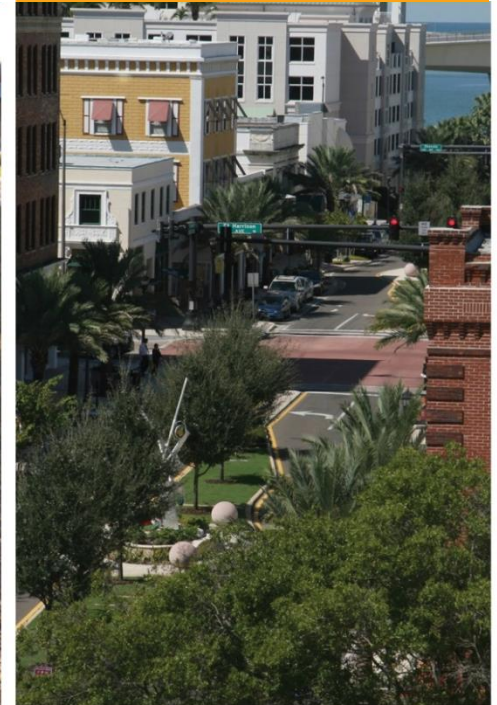
Multimodal Mobility



Connected & Inviting



Economic Vitality & Placemaking



Guiding Principles

Community Health



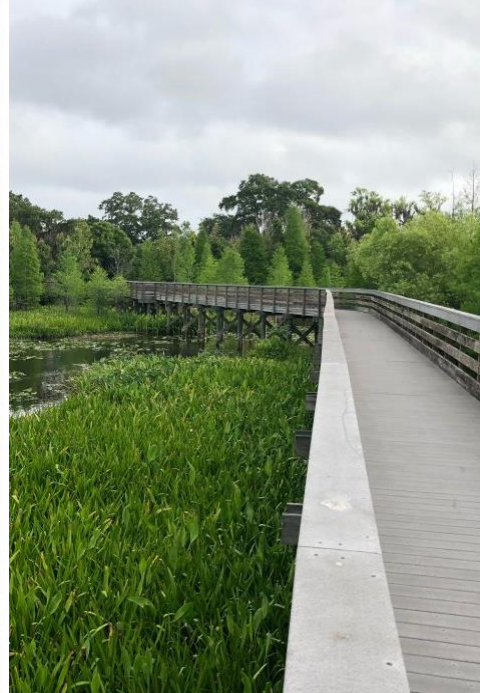
Social Equity & Investment



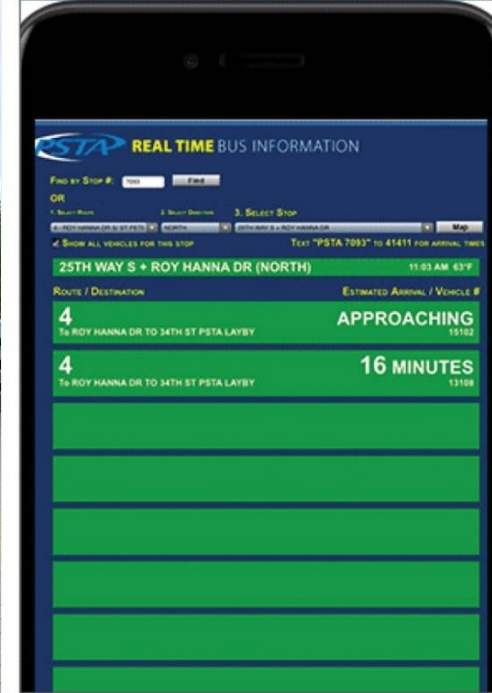
Community Character & Context Sensitivity



Environmental Protection & Sustainability

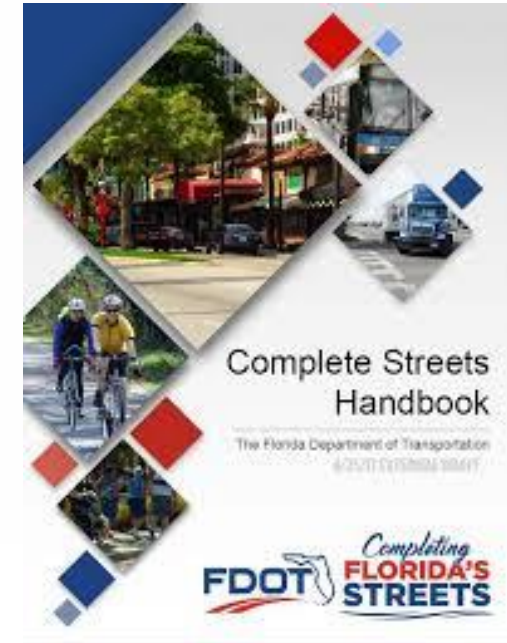


Technology



Complete Streets Policy & Practice

- FDOT has adopted:
 - Complete Streets Handbook
 - Context Classification Guidelines
 - Florida Design Manual (FDM)
 - State roadway designs must meet Complete Streets goals
- Local agencies implementing Complete Streets:
 - Pinellas County, St. Petersburg, Tampa, Hillsborough County



FDOT Context Classification



Suburban
Residential

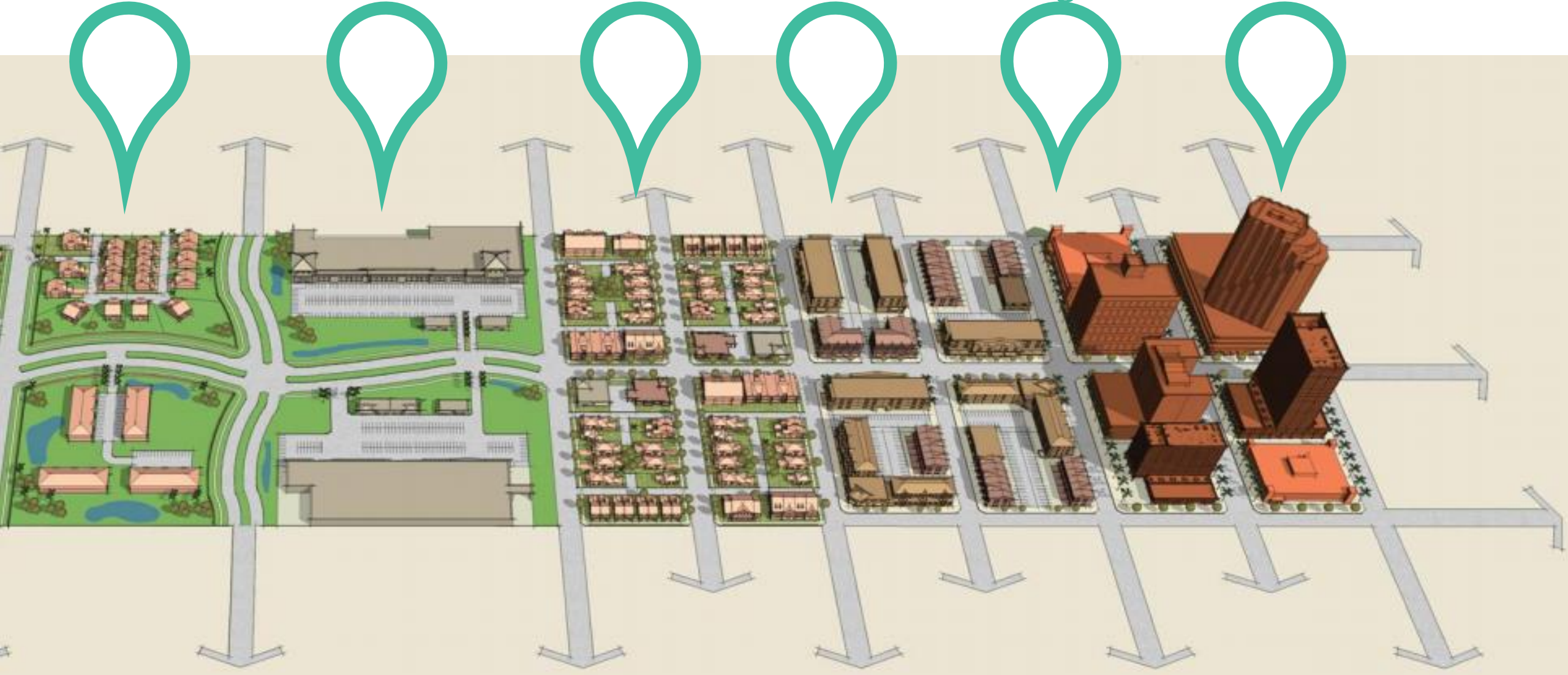
Suburban
Commercial

Urban
Residential

Urban
General

Urban
Edge

Urban
Core



THOROUGHFARES:

Regional Connectors, commuter routes, vehicle dominant, main freight routes, high speeds, limited pedestrian & bicycle facilities

Examples: SR 60, SR 580, US 19



COMMUNITY CONNECTORS:

Connectors to cities and local streets, limited pedestrian & bicycle facilities, highly accessible for vehicles, medium speeds

Examples: Alt US 19, Drew Street, Belcher, Sunset Point Road



LOCAL COLLECTORS:

Local and Neighborhood Connectors, pedestrian/bike facilities, neighborhood access, medium/low speeds

Examples: Druid Road, Countryside Blvd., Mandalay Avenue



LOCAL STREETS:

Access to neighborhood streets, pedestrian/bike facilities, low speeds

Examples: Osceola Avenue, Pierce Street, Saturn Avenue



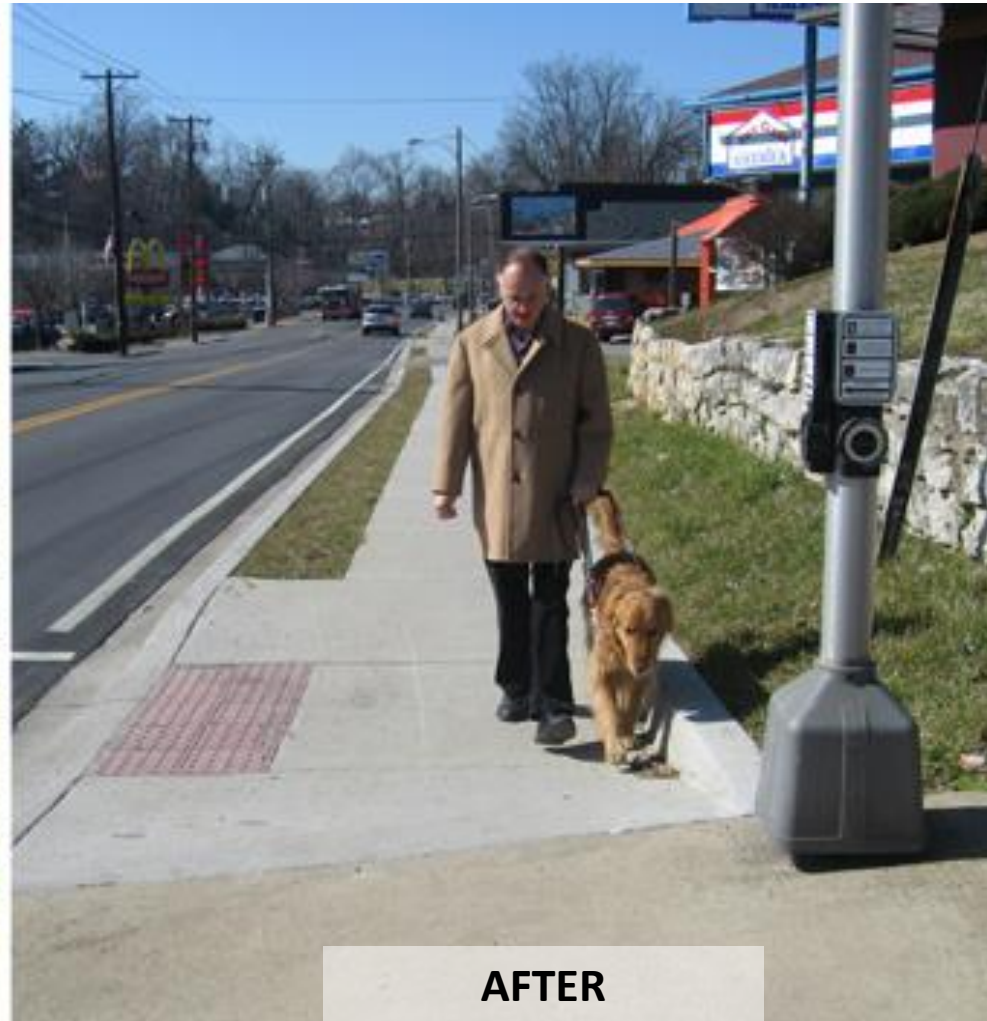
Tools for Complete Streets

Complete streets may not use all of these elements



Intersection & crossing design is key for accessible/safety

Complete Streets Projects



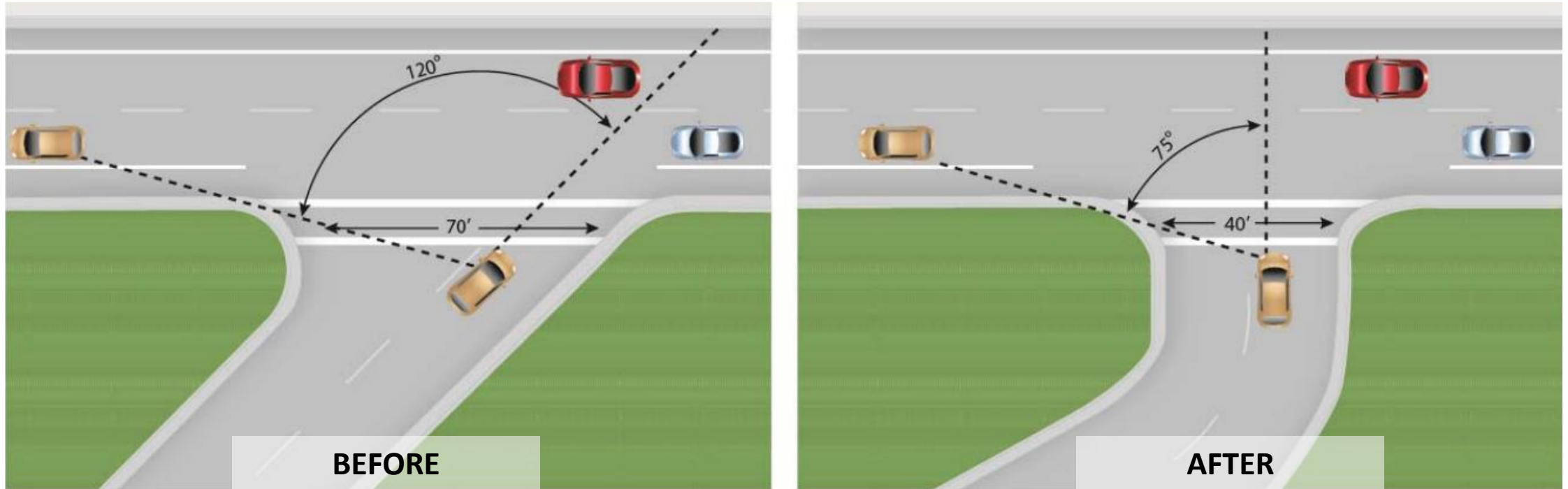
Complete Streets Projects



Complete Streets Projects



Complete Streets Projects



Realigning the skewed intersection in the graphic on the left to the right-angle connection in the graphic on the right results in less exposure distance and better visibility for all users as well as better use of land

(Credit: Michele Weisbart)

Complete Streets Projects



Implementation of Complete Streets

- Complete Streets are typically not stand-alone projects
 - Major and minor capital projects (in conjunction with)
 - Maintenance or resurfacing
 - Hotspots (safety or intersection issues)
 - Partner with other agencies' capital projects
 - Private development
 - Quick builds



Key Plan Recommendations

- Develop Interdepartmental Process
- Approve Complete Streets Policy
- Establish Complete Streets Advisory Committee
- Support Complete Streets in Comprehensive Plan and Community Development Code
- Create Complete Streets Education Program
- Integrate Bicycle and Pedestrian Master Plan Update
- Evaluate Plan's Success - Performance Measures



Questions?