



CLEARWATER | 2045

A bright and beautiful future.

Mobility

Transportation Element

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MOBILITY

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 introduction is still a draft and will be edited with additional data before a final version is created.** 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 Goals

This chapter contains four goals:

GOAL M 1 TRANSPORTATION SYSTEM

Provide a convenient, efficient, and interconnected transportation system that is safe and equitable for all users, expands opportunity, and improves access to local and regional destinations.

GOAL M 2 MULTIMODAL TRANSIT

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

GOAL M 3 AIRPORT

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

GOAL M 4 LOGISTICS

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

GOAL M 1

Provide a convenient, efficient, and interconnected transportation system that is safe and equitable for all users, expands opportunity, and improves access to local and regional destinations.

Objective M 1.1

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

POLICIES

M 1.1.1

Preserve and protect existing and future transportation corridors.

M 1.1.2

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

M 1.1.3

Monitor seasonal changes in travel demand and traffic patterns and operations.

M 1.1.4

Expand alternative transportation strategies to address seasonal congestion.

M 1.1.5

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

M 1.1.6

Continue directing expenditures towards alleviating the city's most severe congestions problems while providing continuity in roadway lane arrangements and providing for economic development and redevelopment needs.

M 1.1.7

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

M 1.1.8

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

M 1.1.9

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 1.1.10

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

M 1.1.11

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



Missouri Avenue and Court Street Intersection

M 1.1.12

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

M 1.1.13

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

M 1.1.14

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

M 1.1.15

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 1.1.16

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 1.1.17

Consider completing a comprehensive mobility study throughout the city.

M 1.1.18

Encourage the consolidation of public surface parking facilities into structured parking facilities open to the public.

M 1.1.19

Evaluate the functional classifications found on Map M 4. Functional Classifications and coordinate updates to the map with Forward Pinellas and Pinellas County.

Objective M 1.2

Provide an equitable transportation system that delivers equal outcomes regardless of age, race, ethnicity, income, ability, or disability.

POLICIES

M 1.2.1

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

M 1.2.2

Continue to fund maintenance, retrofit, and construction of sidewalks to meet Florida Accessibility Code and Americans of Disabilities Act (ADA) standards.

M 1.2.3

Continue to upgrade right-of-way signage during scheduled replacements with ADA-compliant signage as set forth in the *City of Clearwater ADA Transition Plan*.

MOBILITY

M 1.2.4

Support the creation of expanded transportation service options and types to service traditionally underserved neighborhoods.

M 1.2.5

Study and design 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 1.2.6

Develop capital planning strategies that improve sidewalk and trail connections for underserved neighborhoods and populations to access opportunities and services.

Objective M 1.3

Recognize safety as the number one transportation priority through implementation of the “Vision Zero” approach.

POLICIES

M 1.3.1

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

M 1.3.2

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

M 1.3.3

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

M 1.3.4

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

M 1.3.5

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

M 1.3.6

Research grant opportunities to re-establish a Safe Routes to School Program.

Objective M 1.4

Promote travel safety and support multimodal mobility through city codes.

POLICIES

M 1.4.1

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

M 1.4.2

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 1.4.3

Review and update the city code to address multimodal or new forms of transportation such as e-bikes and scooters.

M 1.4.4

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

M 1.4.5

Establish requirements for electric vehicle (EV) charging infrastructure in new development and redevelopment.

M 1.4.6

Create standards for bicycle parking in new development or redevelopment.

M 1.4.7

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

M 1.4.8

Provide safe on-site traffic circulation and connections to adjacent roadways consistent with FDOT, Institute of Traffic Engineers (ITE), National Association of City Transportation Officials (NACTO), or other applicable roadway design standards, policies, and guidelines.

Objective M 1.5

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 1.5.1

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 1.5.2

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

M 1.5.3

Encourage private-sector participation in a city-run integrated parking management system.

M 1.5.4

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



Pinellas Trail

MOBILITY

M 1.5.5

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

M 1.5.6

Consider implementing standards for aerial or other autonomous delivery methods.

M 1.5.7

Develop programs to educate the public about new technologies.

Objective M 1.6

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

POLICIES

M 1.6.1

Develop street design standards, including pedestrian realm improvements, that maximize energy efficiency and minimize heat island effect.

M 1.6.2

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

M 1.6.3

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

M 1.6.4

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

GOAL M 2

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

Objective M 2.1

Design future improvements to transportation corridors to support multimodal mobility, placemaking, land use, and economic development.

POLICIES

M 2.1.1

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

M 2.1.2

Continue to implement Complete Streets design in roadway redesign projects to provide for safe and alternative means of transportation.

M 2.1.3

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

M 2.1.4

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 2.1.5

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

M 2.1.6

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

M 2.1.7

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

M 2.1.8

Develop a program to prioritize the use of the city trails and coordinate with Pinellas County as alternative modes of transportation to help reduce vehicle trips and miles traveled.



Crosswalk with a Rectangular Rapid Flashing Beacon (RRFB)

M 2.1.9

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

Objective M 2.2

Encourage mobility 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 that connect city neighborhoods to Downtown Clearwater, Clearwater Beach, and commercial areas.

M 2.2.2

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

M 2.2.3

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

M 2.2.4

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 2.2.5

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 2.2.6

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

M 2.2.7

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

Objective M 2.3

Support transit projects and initiatives that expand the multimodal mobility network.

POLICIES

M 2.3.1

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 2.3.2

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

M 2.3.3

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 2.3.4

Coordinate with partner agencies to increase micromobility options for aging populations.

M 2.3.5

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

M 2.3.6

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

M 2.3.7

Support the free spring break Jolley Trolley service through free parking at city-owned parking lots.

M 2.3.8

Promote 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 2.3.9

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



Bicycle parking on Clearwater Beach. Photo credit: Pmsmith455

GOAL M 3

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

Objective M 3.1

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

POLICIES

M 3.1.1

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

M 3.1.2

Complete an update to the *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 are consistent with requirements found in the *Airport Master Plan*.

M 3.1.4

Encourage aviation-related industrial uses to be developed on any surplus airport or adjacent city-owned land.

M 3.1.5

Continue exploring federal, state, and county funding sources to supplement city expenditures for airport operations.

M 3.1.6

Continue maintaining aviation facilities through funds from facility users, grants, and enterprise and general funds.

M 3.1.7

Continue to review and approve all leases, planned facility improvements, and airpark management with land ownership retained by the city.



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

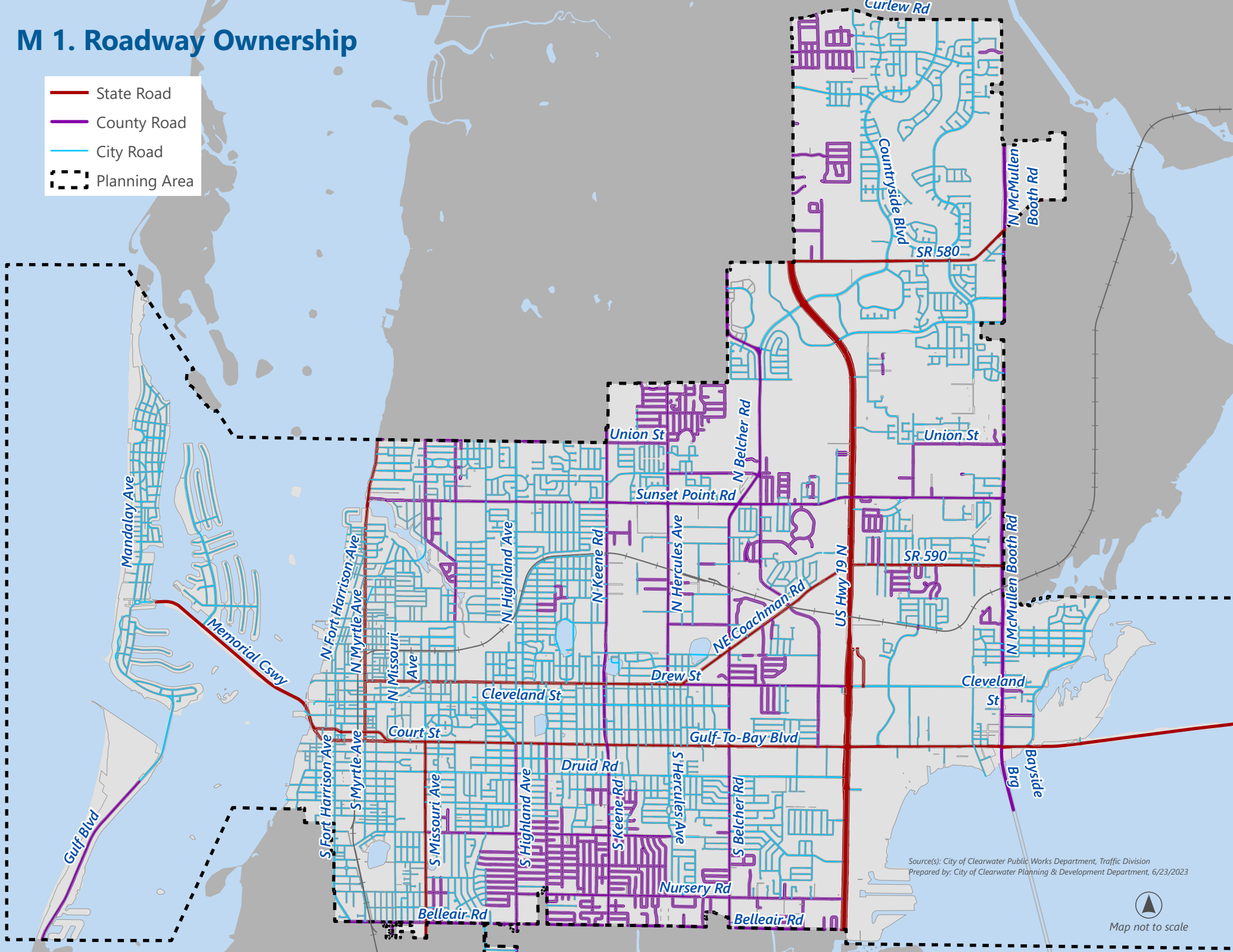
Evaluate existing and proposed truck routes to ensure safe and efficient movement of goods while protecting neighborhoods.

M 4.1.3

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

M 1. Roadway Ownership





- State Road
- County Road
- City Road
- Planning Area

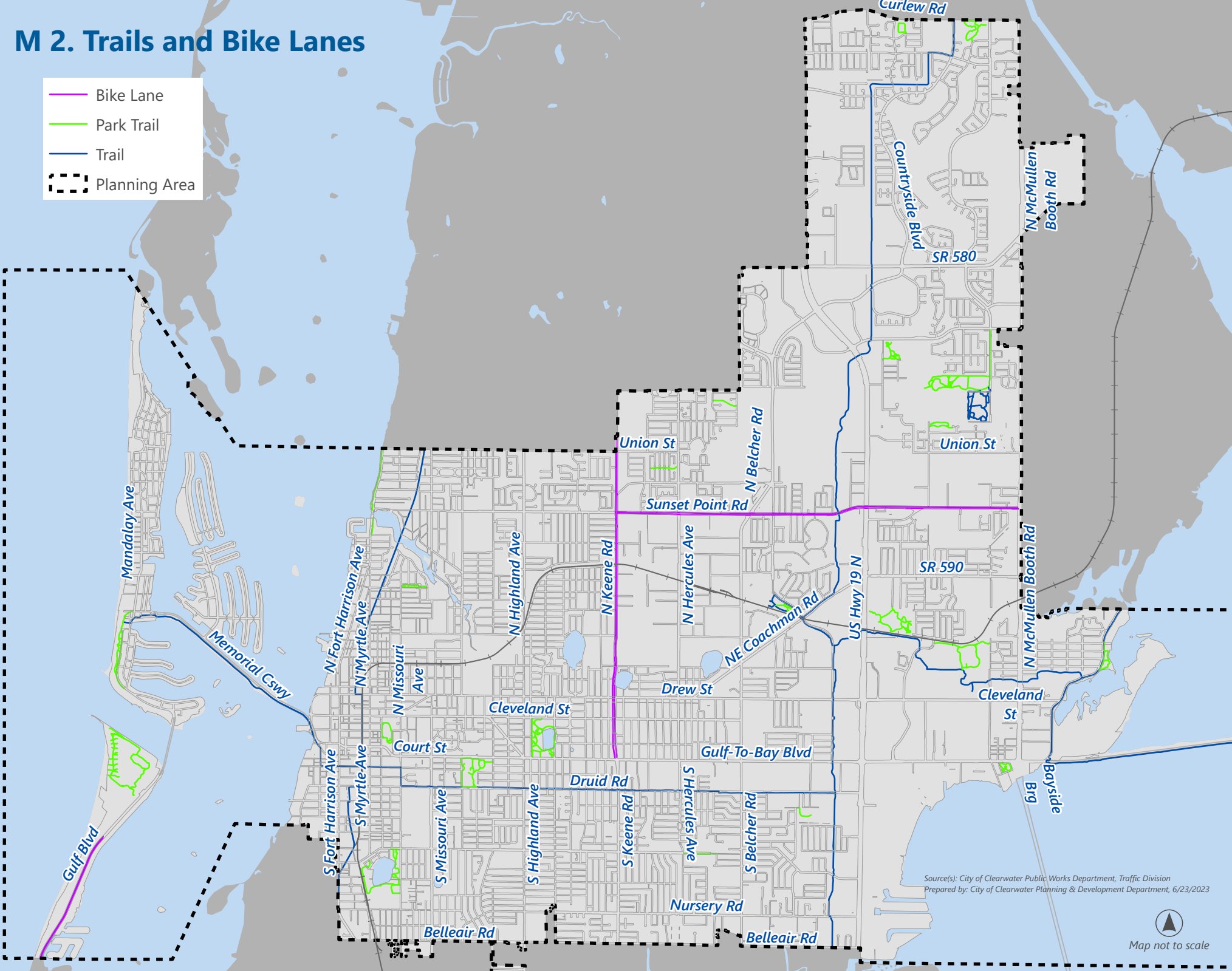


Source(s): City of Clearwater Public Works Department, Traffic Division
Prepared by: City of Clearwater Planning & Development Department, 6/23/2023





M 2. Trails and Bike Lanes

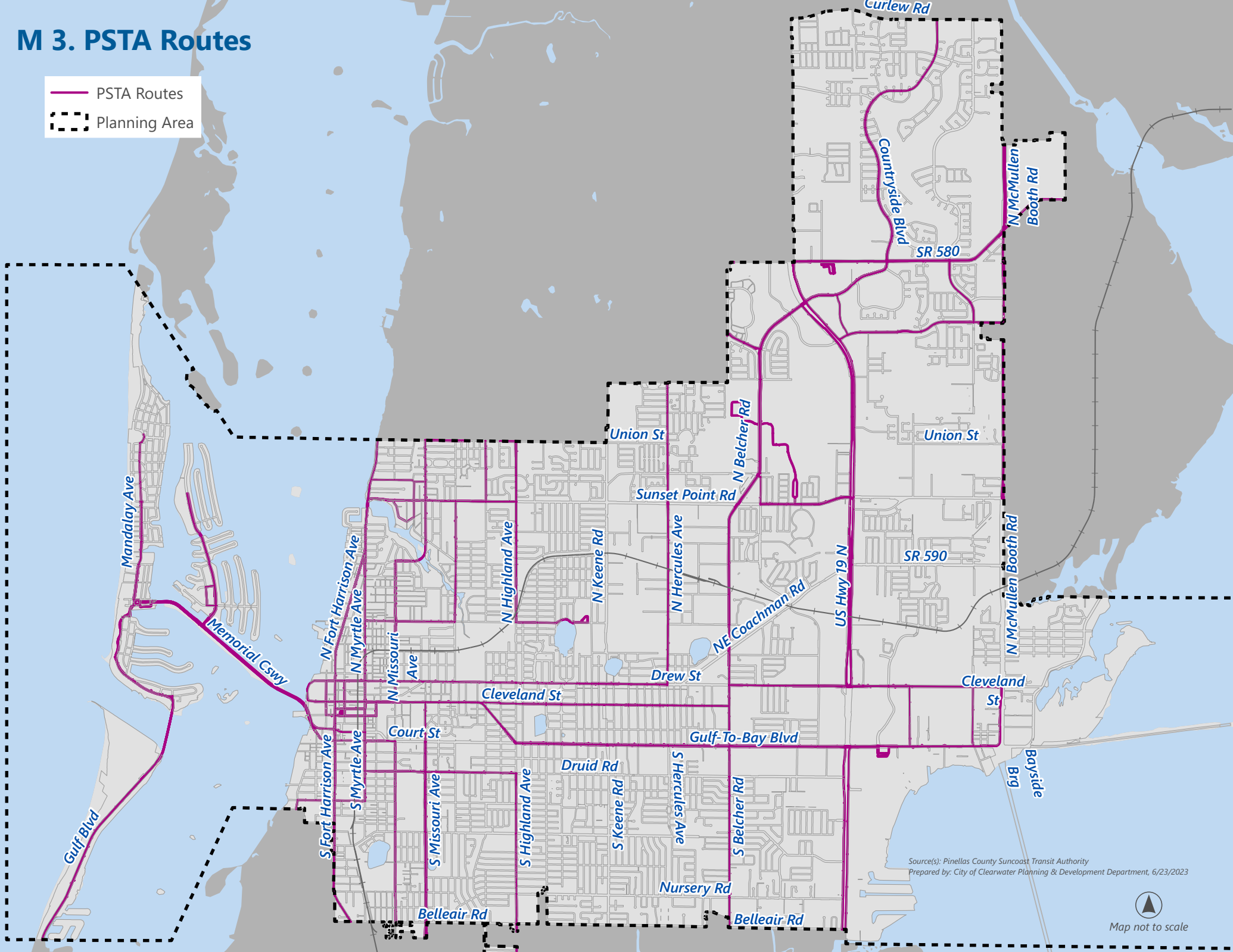
-  Bike Lane
-  Park Trail
-  Trail
-  Planning Area



Source(s): City of Clearwater Public Works Department, Traffic Division
Prepared by: City of Clearwater Planning & Development Department, 6/23/2023

M 3. PSTA Routes

-  PSTA Routes
-  Planning Area



Source(s): Pinellas County Suncoast Transit Authority
Prepared by: City of Clearwater Planning & Development Department, 6/23/2023



