

US Department of Transportation

Safe Streets and Roads for All Grant Program

July 10, 2023



CLEARWATER
BRIGHT AND BEAUTIFUL • BAY TO BEACH

!

Pedestrian safety is a public health emergency in Clearwater, Florida.

The National Highway Traffic Safety Administration reports that 59 people were killed in traffic crashes on Clearwater streets between 2017 and 2021; 15 were pedestrians and 4 were bicyclists. More than half of the fatalities occurred in a 4.5-mile stretch of SR 60, the main boulevard through Clearwater. Drew Street and streets on the south end of Clearwater Beach island together with SR 60 comprise 73% of all fatal crashes.

The causes and contributing factors to crashes are myriad. Most crashes were preventable or could have been mitigated through better roadway design or operations, consistent communications and education of young people, targeted enforcement of risky behaviors by drivers, and encouragement of pedestrians to walk smarter.

Clearwater is in an “all hands on deck” public health emergency to reduce fatalities and serious injuries. Our program of projects is ambitious but achievable when we can incentivize more partners to come to the table. We must start to develop a traffic safety culture while also making physical improvements along the HIN that will prevent serious injuries and fatalities, improve our data systems, and strengthen the capacity of our first responders.

Overall, our approach is well considered, multi-disciplinary, reflects regional and local priorities, and emphasizes equity as we select specific strategies and tactics. Some projects included in this application are well defined; others require more analysis, consideration, and coordination among stakeholders. Inevitably, some projects will be more successful than others as we innovate and test strategies that are new to the Tampa-Clearwater region.

A Culture Shift to Achieve Zero Deaths by 2045

More than any single strategy or tactic, a pervasive safety culture must be nurtured in Clearwater. The entire transportation planning and design ecosystem must shift delivery of infrastructure and services to achieve zero deaths by 2045. We must design our transportation system with the understanding that drivers and pedestrians will occasionally, but inevitably, make mistakes and that the transportation system can be designed to eliminate fatal outcomes. Clearwater’s policies, plans, and programs must influence drivers and pedestrians to slow down, pay attention, and take fewer chances.

Alignment with Safe Streets Pinellas Regional Comprehensive Safety Action Plan

Clearwater does not stand in isolation in Pinellas County nor along the Gulf Coast. All municipalities and partner agencies in the region are working with laser-like focus on reducing the collisions in the high injury network (HIN) that kill or seriously injure (KSI) the most vulnerable roadway users. Forward Pinellas, our metropolitan planning organization (MPO) has submitted a Safe Streets for All Grant to assist smaller municipalities with less technical and financial capacity to make advancements in traffic safety goals. *Safe Streets Clearwater* is an even larger effort to bring sustained reductions in KSI crashes. The two programs are aligned under the *Safe Streets Pinellas* regional comprehensive safety action plan.

Safe Streets Pinellas Action Plan	Implementation of Safe Streets Clearwater
Safe Streets Program – Establish mechanisms to advance Vision Zero beyond one project, staff member, or elected official.	The Clearwater City Council unanimously endorsed the <i>Safe Streets Pinellas Action Plan</i> on September 1, 2022. The City Manager will appoint a multiagency Vision Zero Task Force to implement the action plan and this grant, including regular status reporting.
Legislation – Advance ideas that will enable and improve safety from a policy level.	The Clearwater Vision Zero Task Force will consider and propose policies, regulations, and ordinances for City Council approval, such as design standards, lower speed limits, automated warning notifications, and changes to liquor licensing and consumption.
Funding – Identify local, regional, state, and federal sources to implement safety improvements.	Clearwater is committed to a \$2.5 million match for this grant which over 5 yeras also leverages \$1.8 million recently awarded by FDOT to upgrade the traffic signal system (including pedestrian detection) along SR 60. Future project proposals for the region’s Transportation Improvement Program will focus heavily on safety.
Data Collection, Monitoring, and Analysis – Address data reporting inconsistencies; use data to support decision-making; direct particular attention to equity areas.	Improvements on the HIN will be data driven and include “before and after studies” that will inform future countermeasures. <i>Safe Streets Clearwater</i> will deploy technology to study “near misses” and use predictive crash analysis to prioritize future improvements; improve training for crash reporting by the Clearwater Police Department and to evaluate technology options to allow faster emergency vehicle response times. The automated speed warning notification system is an equitable means of notifying all speeders that their behavior is dangerous.
Street & Roadway Design – Improve design guidelines to achieve context-sensitive solutions; deploy engineering countermeasures.	<i>Safe Streets Clearwater</i> will completely review roadway design guidelines using the rubric of context-sensitive complete streets; projects are identified for design and construction along the HIN and near schools and parks will be evaluated for potential effectiveness with data from the National Crash Modification Clearinghouse; a full evaluation of street lighting policies and identification of high risk/improvement areas will also be undertaken.
Education – Provide differentiated educational strategies for varying ages and populations.	To build a traffic safety culture, <i>Safe Streets Clearwater</i> will implement traffic safety education strategies differentiated for elementary, middle, and high school students; engage Communities of Concern to take action on traffic safety; and, carry out a campaign with the hospitality industry to address driving under the influence of alcohol and/or drugs.

40

Total fatalities on SR 60, Drew Street, and South Island between 2015 and 2021, including:



17 Pedestrians



6 Bicyclists

SR 60 – Gulf to Bay Boulevard & Drew Street

The Challenge

SR 60 (Gulf to Bay Boulevard), a six-lane roadway, serves as the main east-west corridor through Clearwater providing local access and thru traffic to and from the beaches. SR 60 is a heavily commercial corridor with few design features or infrastructure for pedestrians or bicyclists to cross safely. SR 60 is heavily constrained due to heavy land development, lack of available right-of-way (ROW), and several recreational and public uses, including Clearwater High School and two major parks. To the north, Drew Street, a five-lane roadway, serves as neighborhood access and spillover traffic from SR 60. The corridor also plays a critical role in emergency evacuation during hurricane season.

Difficulty reconciling these competing functions makes the roadway critically dangerous. Recent corridor studies by Florida DOT focused on operational improvements for improving “significant congestion and deficient level of service due to the level of congestion at major intersections.” The City of Clearwater desires instead to create a strategic direction of putting user safety at the forefront.

Our Approach

The agencies are currently working in partnership to improve signal timing and phasing to include in the signal timing project. This work includes leading pedestrian intervals, extended Flashing “Don’t Walk” clearance times, and converting two-stage crossings to single-stage, but these measures are not enough.

Even once pedestrian-oriented signal timing has been accomplished there are physical countermeasures needed to protect vulnerable road users, such as protected pedestrian channelization and mid-block pedestrian crossings, tightening intersections to slow right-turning traffic, and reducing left turns through access management. “Quick-build” methods can accomplish some of these projects; however, the cost of permanence is justified by the sheer number of pedestrian and bicyclist injuries and fatalities along SR 60 and Drew Street.

Project Partners: Clearwater Engineering, Florida DOT, Pinellas County

South Island Streets

The Challenge

Clearwater Beach stretches only 1.5 miles, offering tourists freedom from dependence on a car. Unfortunately, visitors choose risky behaviors such as crossing streets against signals or outside of crosswalks, not looking both ways before crossing, and “distracted walking” (looking at a mobile device). Drivers less familiar with the roadways are often distracted while searching for their destination or navigating unfamiliar streets, such as the roundabout where SR 60 meets the primary beach roadways.

Our Approach

South Island streets are owned by the City of Clearwater and we have a certain to make the following physical improvements Physical improvements may include:

- Roundabout adjustments to heighten pedestrian visibility and reduce driver confusion
- Street conversion to one-way to reduce intersection conflict points and require pedestrians to focus on only one direction of traffic when crossing; addition of measures to mitigate speed.
- Installation of in-road warning lights (IRWLs) or rectangular rapid flashing beacons (RRFBs) to clearly outline a crosswalk to alert distracted drivers that pedestrians are actively crossing.
- Establishing pedestrian channelization (fencing, medians, etc.) to reduce the potential for risky behavior.



Pinellas County Hotspots and High Injury Network

The Challenge

Too many of the pedestrian and bicycle fatalities in Clearwater have been pedestrians crossing against traffic signals or at unsignalized intersections; and, aggressive and under the influence driving by young adults has resulted in 35% of all injury and fatal crashes involving drivers under age 30. Creating the culture of traffic safety in Clearwater requires focused education and encouragement that begins in the primary grades and carries through to high-school and young adulthood.

Safety Education

The Clearwater Safe Streets for All program includes funding to improve behavior by younger pedestrians and drivers as follows:

- At Clearwater and Largo high schools, the SS4A grant will enhance driver's education programs with driver simulations for driving under the influence and distracted driving; extend the simulations to students not enrolled in driver's education and improve pedestrian safety messaging.
- Clearwater Intermediate and Oak Grove middle schools will have educational programs focused on bicycle safety, bicycle "rodeos," and providing helmets for students in need.
- The seven elementary schools in Clearwater will receive Safe Routes to Schools pedestrian safety education using NHTSA's Willy Whistle or similar curriculum. Walking school buses will also be explored as more than 60% of all elementary students walk to school in Clearwater.

Trusted community voices like athletes, religious leaders, leaders of immigrant communities, and others will be enlisted to support the educational programming. For the two-thirds of students who walk to schools – many of which are within ½ mile of the High Injury Network, resources will also be used to provide incentives for positive behaviors observed by police officers or others. Incentives might include coupons to fast food restaurants near the school, drawings for tickets to sporting events, etc.

Safe Routes to Schools

Encouraging positive pedestrian behavior is reinforced by creating an environment near our schools and in our neighborhoods that is conducive to walking. For example, near Ponce de Leon Elementary School where the student body is majority-minority and 100% economically disadvantaged, few of the surrounding streets have sidewalks, marked crosswalks, or traffic calming devices.

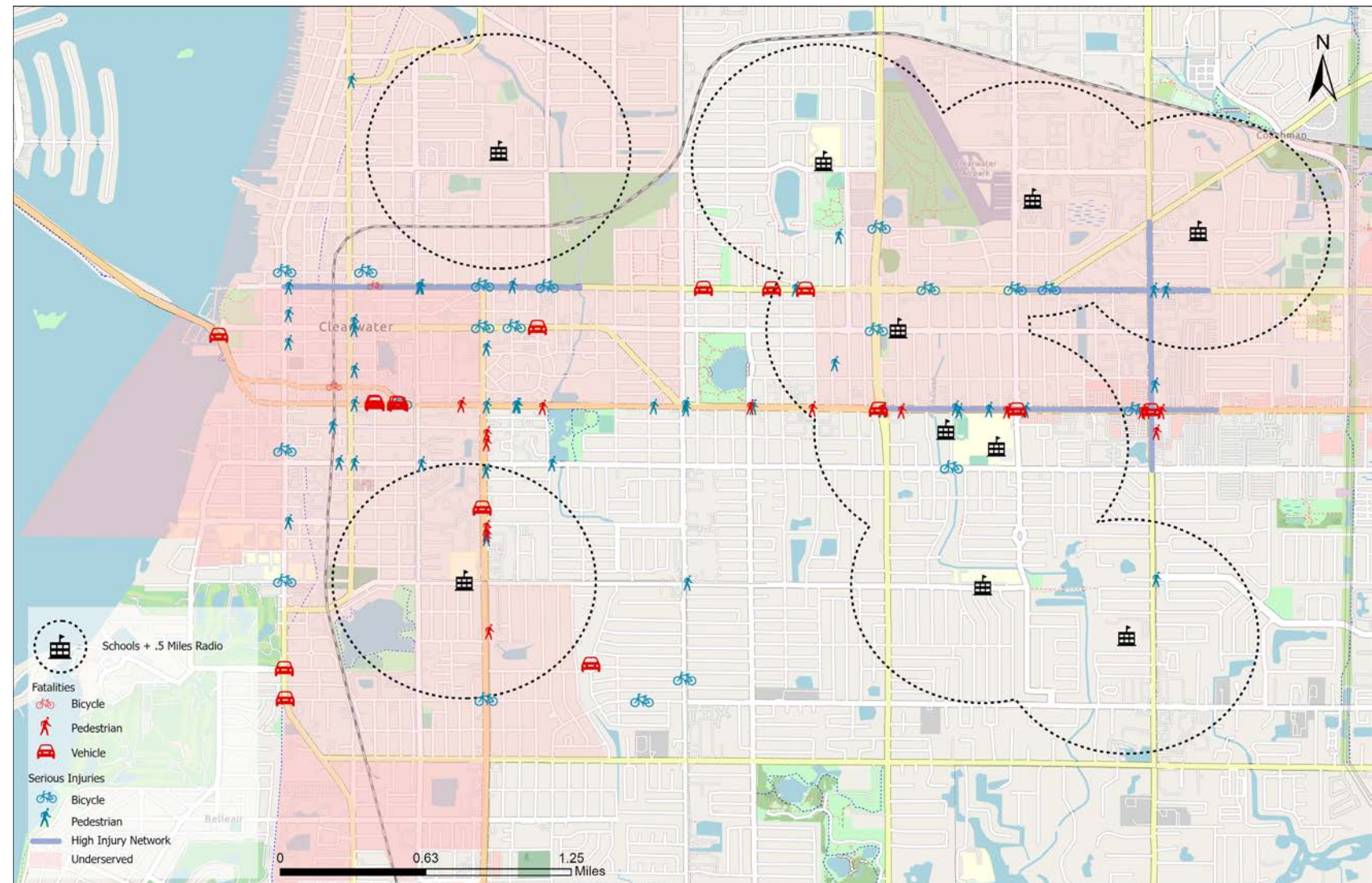
Funds from this grant will be used for quick-build tactical improvements to slow traffic and heighten school zone awareness.

Where school leadership believes it will be effective, funds will also be used to pilot "walking school buses" with residents of the affected school community being paid a stipend to be the bus leader.

Alcohol Awareness & Enforcement

Driving under the influence of alcohol or drugs is a significant problem in Clearwater. More than 250 KSI crashes occurred along SR 60 and nearly 60 occurred on the South Island beach streets between 2015 – 2021. Although distributed roughly evenly for eight months of the year, there is a noticeable spike in DUI crashes during Spring Break and post-graduation period in February – May. Not surprisingly, nearly 40% of the crashes were by drivers under age 35.

While Clearwater police and alcoholic beverage licensees currently take steps to reduce DUIs, a stronger partnership is needed with the hospitality industry. Funds are set aside for training of hotel and bar/restaurant staff, marketing campaigns, and enforcement campaigns with an emphasis on the Spring Break and post-graduation period.



Project #3 Updating Roadway Design Standards

Like many communities, Clearwater’s roadway design standards been largely unchanged for decades. Meanwhile, more context appropriate design standards have been developed by the National Association of City Transportation Officials which are now under consideration by FHWA as part of rewriting the Manual of Uniform Traffic Control Devices.

Complete Streets Design Guide

Funding from the Safe Streets grant will be used to update Clearwater’s roadway design standards to a more modern approach emphasizes the core principle that urban streets are public places and have a larger role to play in communities than solely being conduits for traffic. One example is that the design standards currently make no provisions for trail crossings and protected mid-block crossings. The update will set the stage for work to be done through capital improvement projects, developer-led construction, and quick-build strategies.

Project Partners: Clearwater Departments of: Engineering; Planning & Development; Community Development; and stakeholder advisory group.

Street Lighting

Many secondary streets in Clearwater have very low lighting levels even at intersections and areas with larger pedestrian volumes. Additional street lighting can prove tricky, however, in the context of environmental considerations such as wildlife conservation (sea turtles, for example), utility pole access and ownership, and other matters. Through the Safe Streets grant, Clearwater will review and update its street lighting policies and develop typologies for improvements in varied settings, then develop an implementation plan for future use.

Project Partners: Clearwater Department of Engineering; Duke Energy Services; Florida Fish & Wildlife Conservation Commission.



Project #4 Improving Crash Reporting, Monitoring & Analysis

Crash Reporting Tools

Clearwater will work to improve its crash reporting practices especially regarding coding, crash diagrams, and other best practices to improve value of data analysis, emphasizing data collection on speed, impairment, and distractions. Funds will be used to improve officer training, create crash diagram templates that can be used in the field (including developing and testing an app for easier reporting by field officers). We will dedicate resources to quality control and refresher training where necessary, including the use of third-party audits of crash reports.

Project Partners: Clearwater Police Department; CUTR

Near Miss & Predictive Crash Analysis

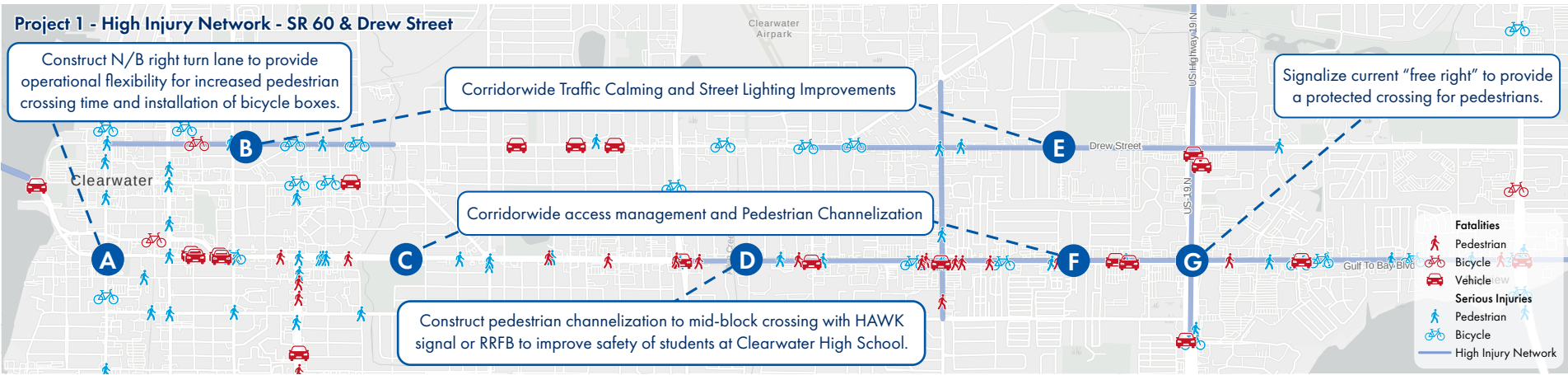
Too often, our planners and engineers are called on to study traffic safety based on generalized complaints from the public; and, too often, our analysis has been confined to reviewing crash history (often none or few on local streets), 95th percentile speeds (relative to speed limits set too high), or visual observations. As a result, we do not get the full picture of what is happening on our streets and do not proactively address near misses that could become tragedies with a very slight change in time, speed, or visibility.

While the tools of the trade have changed, local governments like Clearwater are constrained by time and budget in how much they can adapt. This grant will improve our analytical capabilities by deploying “near miss” technology piloted by Forward Pinellas in developing the region’s safety plan. We can also use predictive safety analysis to estimates the expected number of crashes at a given roadway segment or intersection through Safety Performance Functions (SPFs) that predict the number of crashes on roadway segments and at intersections based on exposure (the amount of walking, bicycling, and driving), roadway characteristics, and other variables. Use of these tools will be focused on arterial roadways just below designation as “High Injury Network.” This analysis will allow us Clearwater to prioritize where and how to invest in safety most effectively through future operational improvements, capital projects, and development approvals.

Project Partners: Clearwater Traffic Engineering Division; Forward Pinellas; CUTR



Evaluation Selection Criterion #1: Safety Impact



Clearwater – and the entire region – face a public health emergency in pedestrian fatalities. The stories of Ethan Weiser, Christopher and George Pryor, Marianne Meichenbaum, Michael Platte, and Patrick Tittle are just a few who have died on our streets in the past eighteen months. The stories are tragic...and preventable.

Building a Traffic Safety Culture Through Education & Engagement

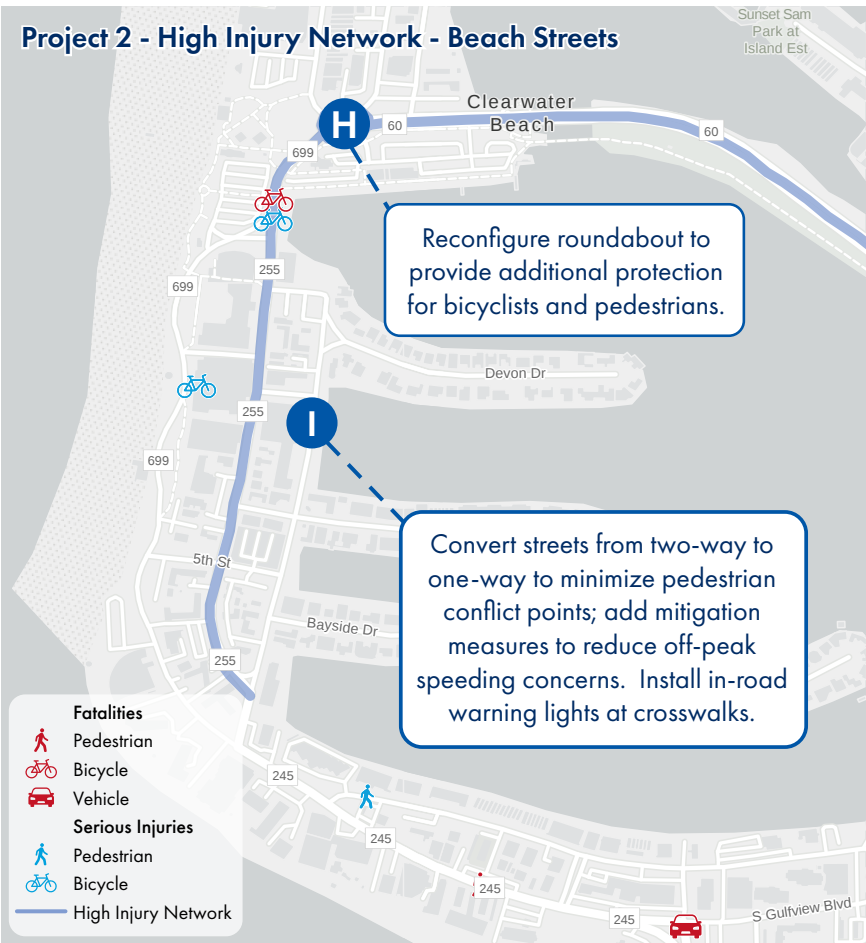
Younger drivers and pedestrians are a significant source of concern in Clearwater with more than 35% of all crashes on the High Injury Network involve drivers under the age 30. Building the traffic safety culture in Clearwater starting with young people is foundational to eliminating deaths and serious injuries. The safety impact of education, marketing, and community engagement will not be felt overnight but are critical to our efforts. The safety impact of specific projects which have a geographic focus will be felt more immediately. Regardless of project type ongoing evaluation – both short-term and longitudinal – will be critical to understanding the safety impact of *Safe Streets Clearwater*.

Using Crash Modification Factor Analysis on the High Injury Network

The loss of life and number of serious injuries along SR 60 and Drew Streets are staggering; the South Island streets are also on the High Injury Network but show fewer fatalities but more serious injury crashes because vehicles tend to operate at lower speeds. On all parts of Vulnerable roadway users – bicyclists, pedestrians, and motorcyclists - represent a very large proportion of the fatalities and serious injuries in Clearwater. Risky behaviors such as crossing mid-block or against a traffic signal need to be mitigated with pedestrian channelization, signal timing improvements at intersections with high pedestrian, flashing beacons and in-road warning lights at crosswalks, and other countermeasures that slow traffic and heighten awareness of pedestrians.

The preliminary identification of improvements along the High Injury Network been informed by [FHWA's Crash Modification Factors Clearinghouse](#). The Clearinghouse provides an evidence-based reference point that will be used when considering final selection and design of interventions. A few of the likely interventions to be used along the High Injury Network and in school zones rate are shown in maps and tables to the right.

The “mix and match” nature of the above tactics makes it somewhat difficult to arrive at a precise forecast of crash modification; however, one might reasonably project a 20 – 25% reduction in pedestrian fatalities and a 30 – 35% reduction in all crash types and severity along the High Injury Network.



Countermeasure	Rating	Potential Deployment	Notes
Install Leading Pedestrian Intervals (LPIs)	0.81	All signalized intersections with moderate to high pedestrian volumes. Subject to corridor-wide signal timing analysis.	Rating is for vehicle/pedestrian crashes only of all severities, and assumes LPI across all approaches. Rating is for vehicle/pedestrian crashes only of all severities
Increase crossing time for pedestrians	0.5		
Add protected mid-block crossing	0.82	SR 60 near Clearwater High School, and 3 other locations	Rating is for vehicle/pedestrian crashes only of all severities
Convert from two-way to one-way traffic	0.53	South Island Streets	Rating is for all crash types and severities
Install Rectangular Rapid Flashing Beacons or Pedestrian Hybrid Beacons	0.567	School zones	Rating is for pedestrian/vehicle crashes of all severities
Add medians in crosswalks (signalized intersections)	0.78	SR 60, Drew Street	Rating for all crash types and severities
Speed mitigation (traffic calming, lower speed limit, etc.)	0.82	Drew Street, School Zones	Rating for all crash types and severities
Improve street lighting on urban arterials	0.22	Drew Street	Rating for all crash types and severities
Install in-road warning lights and stop signs with embedded LEDs	0.60	South Island Streets	Based on a paper presented at Western ITE

Evaluation Selection Criterion #2: Equity, Engagement & Collaboration

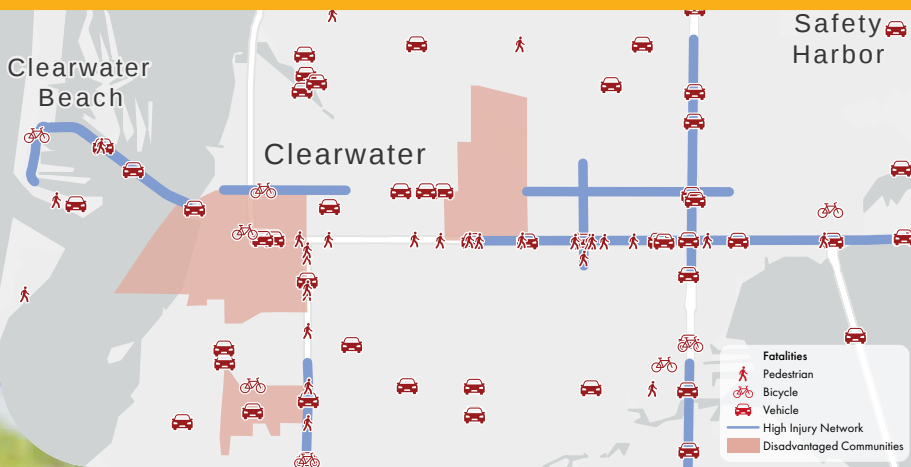
Equity

Clearwater is committed to equity as a high priority. Per the USDOT ETC, 33% of Clearwater’s population is disadvantaged. The equity framework focuses on how to ensure that safety investments are made in Communities of Concern which typically experience higher rates of collisions that result in fatalities and serious injuries, and where transportation safety investments have historically not been made. While some proposed projects are clearly of citywide import (updating design standards, technology to improve EMS response time, etc.), other projects will be focused on Communities of Concern. For example, our highest priority investments in safety education and quick-build tactical improvements to slow traffic and heighten school zone awareness will occur near our five elementary schools designated as Title I schools (economically-disadvantaged). Other projects in *Safe Streets Clearwater* that can be targeted to Communities of Concern include the High Injury Network – SR 60 & Drew Street; street lighting policy review and implementation plan; deployment of near miss technology, and the pilot program for school zone automated warning notifications.

We support the *Safe Streets Pinellas* Vision Zero Plan. The number of people dying and suffering serious injuries on our streets is a serious public health problem that necessitates public action...[and] minority and low-income communities face a disproportionate risk of serious traffic injuries and fatalities.

Clearwater City Council
Resolution adopted on September 1, 2022

KSI's in Clearwater's Historically Underserved Communities.



Engagement

The City of Clearwater is committed to extensive public engagement in project development and education, especially in historically underserved communities. Engagement activities will be as diverse as the communities to be served by *Safe Streets Clearwater*. “Street teams” will work to engage communities in real time as projects are developed, supplementing traditional community meetings and workshops. We will leverage work by CUTR and the Florida Prevention Research Center/Center for Social Marketing to systematically and interactively present social marketing campaigns that engage communities to advance travel behavior change. Partnerships with the hospitality industry will engage bars, restaurants, hotels, and others to address driving under the influence, especially during the spring break and post-graduation seasons.

Community engagement was a significant part of the developing the *Safe Streets Pinellas* Vision Zero Plan. Clearwater will use broadcast and tactical strategies to engage diverse communities through this *Safe Streets* grant.

Joelle Castelli, Director
Clearwater Office of Public Communications

Collaboration

There is incredible diversity in the governmental partners that will support *Safe Streets Clearwater*. Appendix 1 provides a participation matrix by project and a description of the *Safe Streets Clearwater* leadership team. Upon USDOT’s announcement that *Safe Streets Clearwater* has been selected award, we will immediately **convene key project partners to assemble a project charter** and develop a detailed work plan.

We are especially pleased that the **University of South Florida’s Center for Urban Transportation Research (CUTR) will be a partner in this project**. CUTR is an internationally recognized in transportation research, education and technology transfer/ training/outreach center that supports transportation agencies, the transportation profession and community, policy makers, and the public. CUTR provides high quality, objective expertise in the form of insightful research, comprehensive training and education, effective technical assistance, and in-depth policy analysis, that translates directly into benefits for CUTR’s project sponsors.



We are excited to partner with the City of Clearwater as the research arm to support and deliver the *Safe Streets Pinellas* program of projects. Participation by every sector – government, community, academia, and industry – is necessary to reduce the crisis of traffic fatalities and improve safety for all road users in Clearwater.

Dr. Pei-Sung Lin
Program Director ITS Traffic Operations and Safety
Center for Urban Transportation Research
University of South Florida

Evaluation Selection Criterion #3: Effective Practices & Strategies

Throughout this application, Clearwater has demonstrated that it is using detailed crash analysis and evidenced-based practices to eliminate deaths and serious injuries. We are focused on the geographic, demographic, and operational areas of greatest concern as described in each project page and in evaluation criterion #1: safety impact. In response to selection criteria #3, we focus on technology and innovation.

Advanced Congestion Management and Safety Technology Deployment on the High Injury Network

The City of Clearwater is part of the Pinellas Connected Community (PCC) project that received a \$4.6 million technology demonstration grant from USDOT to improve safety of pedestrians and vehicles at signalized intersections within the region, while also improving mobility and advancing connected vehicle technologies. As part of the countywide grant, Clearwater is working with Pinellas County and FDOT to target interventions along SR 60 at Belcher Road, Keene Road, and S. Lake Drive that will use roadside units and blue tooth technology to detect the presence of pedestrians and enable communications between traffic signals and roadway users (drivers, pedestrians, cyclists). A separate grant from FDOT is being reviewed to deploy a pedestrian warning system at four signals on Alt US 19. Connected vehicle technology will provide notifications to drivers that pedestrians are present, in or near the crosswalk. The technology will be tested by City/County vehicles with on board units. While both projects are outside the scope of *Safe Streets Clearwater*, they demonstrate the City’s commitment to technology and innovation as part of an overall program to reduce fatalities and serious injuries.

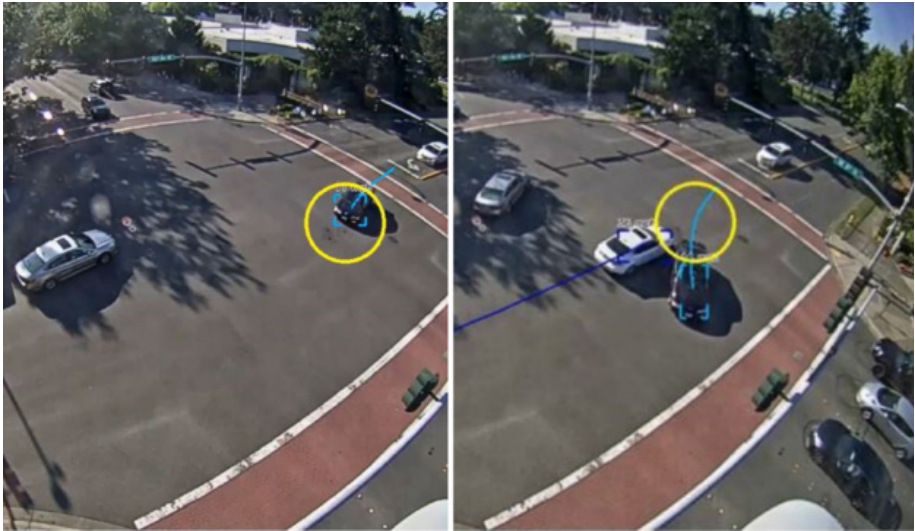
Research and Analysis to Be Shared Widely

Clearwater is committed to participating in research and technical studies, sharing safety data, and reporting on measures of effectiveness. We will leverage CUTR’s expertise as to create a monitoring and reporting program, and to make connections with other academics and practitioners who can also examine program effectiveness.

Near-Miss Technology Deployment

Crash analysis at intersections is often limited to one-dimensional data collection on travel speed, red light running, etc.; review of crash history; and, observations by engineers and technicians. As a result, we do not get the full picture of what is happening on our streets and do not proactively address near misses that could become tragedies with a very slight change in time, speed, or visibility. In developing of the MPO’s *Safe Streets Pinellas* Vision Zero Plan, Forward Pinellas partnered with a near-miss technology vendor to

collect and evaluate data cataloging the speed of each roadway user, roadway user traveling through or across intersection when



they do not have the right-of-way (red-light running), and every time two road users (bikes, pedestrians, or vehicles) cross paths (i.e., an interaction). These analytics are intended to provide insights about what intersection features are potentially contributing to collisions, and what countermeasures might be appropriate for deployment. *Safe Streets Clearwater* will expand on the promising demonstration program by using near miss technology on the entire High Injury Network; before and after studies will be conducted to evaluate and refine countermeasures used in this program.

Automated Speed Warning Notifications

Florida law prohibits the use of cameras to enforce speed limits; however, there is no apparent prohibition on using cameras to capture license plate information and sending a warning notification by mail to the vehicle’s owner. Clearwater will test this approach in school zones along the High Injury Network. Data collected through the program can be used for before and after studies, to identify a need for additional countermeasures, including routine enforcement. There is also a significant equity benefit to automated systems as cameras do not profile or target motors in a discriminatory way. Every speeding motorist receives a warning regardless of age, race, or ethnicity.



Evaluation Selection Criterion #4: **Climate Change and Sustainability, and Economic Competitiveness**

Clearwater is committed to a Safe Streets for All program that goes beyond the core safety goals to include sustainability and economic inclusion practices as well. An economic empowerment coordinator will be part of the program management team to ensure that our economic inclusion goals are met through all elements of the program.

Commitment to Economic Inclusion and Fair Labor Practices

The City of Clearwater pledges that that bid packages package(s) for construction projects will include enhanced labor standards. We are committed to include a local hiring provision in the construction bid package(s). Subject to further analysis, we anticipate that a **minimum of 35% of construction work hours will be required to be performed by economically- and socially-disadvantaged persons who live in Pinellas County.**

We will also partner with [Pinellas County Job Corps](#) as a pipeline for training and talent across the entire program spectrum. Pinellas County Jobs Corps is the nation’s largest free education and job training program and has a tremendously successful record in placing its graduates on construction projects.

Commitment to Diversity and Inclusion

For our school education programs, we will look to hire trainers and pedestrian safety mentors from within the Clearwater. Emphasis will be placed on diversity to meet the needs of the African American, Latino and immigrant communities.

Commitment to Disadvantaged Business Enterprises

We will establish a DBE goal that exceeds [Florida DOT’s established goal of 10.35%](#) for both construction and professional services. Subject to further analysis, we have established an internal goal of 20.7% inclusive of both race-conscious and race-neutral elements.

Commitment to Sustainable Practices

As much of the project will include quick-build construction and education and engagement activities, there will be limited opportunities for direct enhanced sustainability practices through *Safe Streets Clearwater*. To the extent possible and while meeting FDOT construction standards on SR 60 and Drew Street, we will include requirements for lower-carbon pavement and construction materials. Clearwater’s design standards include strong resilience requirements for stormwater management and environmental mitigation. If the extent of construction does not trigger such requirements, we commit to identifying and constructing a singular environmental mitigation project in an economically-disadvantaged community.



Additional Criteria: Project Readiness & Funds to Underserved Communities

We recognize that *Safe Streets Clearwater* is an ambitious program of projects. Some of the projects included in this application are well defined; others require more analysis, consideration, and coordination among stakeholders. Inevitably, some projects will be more successful than others as we innovate and test strategies that are new to the Tampa-Clearwater region.

Program Charter & Organization

Clearwater’s leadership and staff are prepared to take on the challenge with support from partner agencies. An executive level Program Leadership Team will establish a project charter and approve a detailed work plan for the program. The organizational chart shown below defines the leadership of each project included in *Safe Streets Clearwater* leadership team.

Project Schedule

We anticipate that the program of projects will be executed over the full five years of eligibility. Subject to refinement through the final work program, our anticipated schedule is shown below.

Managing Federal Funds

Clearwater’s administrative support agencies are accustomed to managing federally funded projects, and our consultants bring transportation-specific compliance experience to. We will also look to [FDOT’s Local Transportation Assistance Program Center](#) to provide guidance, as necessary.

Consultant Support

Like most local governments, Clearwater’s staff is not large enough to manage the entire program of projects, but our staff will play a guiding role in program development and implementation. Clearwater has on-call consultant that will manage the program. Additional consultant support will be brought on with subject matter expertise for each project, as necessary.

Partnering/Intergovernmental Agreements

Upon notification of award, the City Attorney will begin to develop partnering and intergovernmental agreements with potential subrecipients such as CUTR, Forward Pinellas, and Pinellas County Public Schools.

State and Federal Approvals

We understand that *Safe Streets Clearwater* must be included in the TIP/STIP and will submit the appropriate paperwork to Forward Pinellas upon notification of grant award.

NEPA and Permitting

We anticipate that all elements of this program can be performed under a Categorical Exclusion document pursuant to 23 CFR §771.117(1), (3), (8), (15), (21), and/or (22).

The City of Clearwater is committed to equity as a high priority in deploying funds from the Safe Streets for All program. Our equity framework focuses ensuring that safety investments are made in Communities of Concern which typically experience higher rates of collisions that result in fatalities and serious injuries, and where transportation safety investments have historically not been made. Communities of Concern are identified in the *Safe Streets Pinellas* Vision Zero Plan as having a high percentage of minorities, low-income, and/or language-isolated persons.

While some proposed projects are clearly of citywide import (updating design standards, technology to improve EMS response time, etc.), other projects will be focused on Communities of Concern. For example, our highest priority investments in safety education and quick-build tactical improvements to slow traffic and heighten school zone awareness will occur near our five elementary schools designated as Title I schools (economically-disadvantaged).

Using the Justice 40 standard, approximately 25% of all funds will be spent in disadvantaged communities. Using the Forward Pinellas Communities of Concern” designation, we estimate that approximately 80% of all *Safe Streets Clearwater* funds will be spent in underserved communities.



High Injury Network Planning, Design & Construction Group

SR 60, Drew Street, South Island, and School Zone Quick-Build Projects

Key Agencies:

- Clearwater Engineering
- Florida DOT

Education & Engagement Group

Safety Education at Schools, DUI Partnership with Hospitality Industry, Program-wide Community Engagement

Leading Agencies:

- Clearwater Office of Communications
- Pinellas County Public Schools
- Visit St. Pete/Clearwater

Technology & Innovation Group

Crash Reporting Tools & Training, Incident Management & Detection, School Zone Warnings, Near-Miss & Predictive Crash Analysis

Leading Agencies:

- USF Center for Urban Transportation Research
- Police Department
- Clearwater Engineering
- Clearwater Fire & Rescue

Policy & Planning Group

Road & Development Code; Design Standards; Street Lighting Policy Analysis

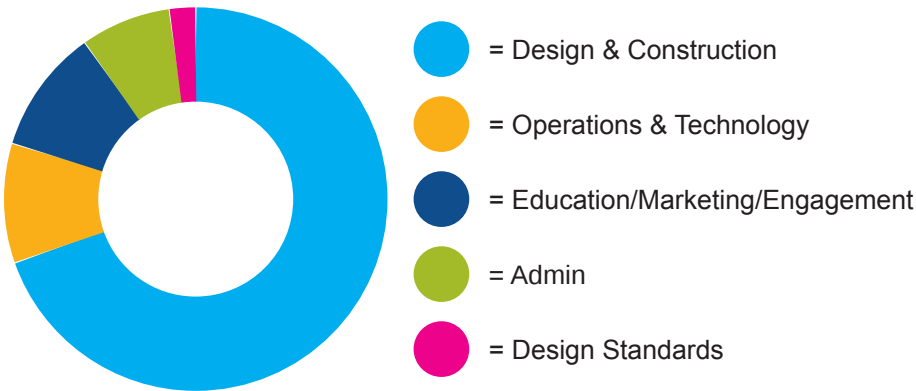
Leading Agencies:

- Clearwater Planning & Development
- Clearwater Engineering
- Florida Power & Light

Additional Criteria: Project Budget & Schedule

Project Budget

1	High Injury Network	Total	Fed	Non Fed*
a	SR 60 & Drew Street	\$ 6,250,000	\$ 5,000,000	\$ 1,250,000
b	South Island Streets	\$ 1,000,000	\$ 800,000	\$ 200,000
2	Improving Behavior By Younger Drivers, Pedestrians & Bicyclists			
a	Safety Education at Schools	\$ 250,000	\$ 200,000	\$ 50,000
b	Quick-Build Improvements & RRFBs Near Schools	\$ 750,000	\$ 600,000	\$ 150,000
c	DUI Partnership with Hospitality Industry	\$ 200,000	\$ 160,000	\$ 40,000
3	Updating Roadway Design Standards			
a	Analysis & Update of Standards	\$ 100,000	\$ 80,000	\$ 20,000
b	Street Lighting Policy Review & Plan	\$ 75,000	\$ 60,000	\$ 15,000
4	Improving Crash Reporting, Monitoring & Analysis			
a	Crash Report Training & Tools	\$ 75,000	\$ 60,000	\$ 15,000
b	Near Miss Technology & Predictive Crash Analysis	\$ 150,000	\$ 120,000	\$ 30,000
c	Pilot program for school zone automated warning notifications	\$ 150,000	\$ 120,000	\$ 30,000
Other	Setaside for Public Engagement**	\$ 250,000	\$ 200,000	\$ 50,000
	Program Management & Agency Support	\$ 500,000	\$ 400,000	\$ 100,000
Total		\$ 9,750,000	\$ 7,800,000	\$ 1,950,000



*The setaside for public engagement will be used to support Projects 1,3, and 4 as necessary

**It is anticipated that 15-20% of the non-federal match will be through staff time and other in-kind resources under control of the City of Clearwater, therefore no commitment letter is provided. We expect that FDOT and other partners will contribute cash and non-cash support but this is not firmly developed and thus not included in the budget.

Project Schedule		2024				2025				2026				2027				2028				
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	
	High Injury Network																					
1a	High Injury Network -- SR 60 & Drew Street		Strategic Vision & Concept Development			Design Development			Permits & Bid Phase		Construction											
1b	High Injury Network -- South Island Streets	Final Design*	Permits & Bid Phase		Construction																	
3	Improving Behavior By Younger Drivers, Pedestrians & Bicyclists																					
a	Safety Education at Schools		Curriculum/Program Ageement with PCPS		Consultant Selection & Implementation Plan		Implementation															
b	Quick-Build Improvements & RRFBs Near Schools		Project Identification		Design Development & Bid Phase		Construction															
c	DUI Partnership with Hospitality Industry					Program Development		Implementation				Implementation				Implementation						
4	Updating Roadway Design Standards																					
a	Analysis & Udpate of Standards					Standards Development			Adoption & Implementation													
b	Street Lighting Policy Review & Plan				Standards Development			Field Analysis & Prioritization			Implementation*											
5	Improving Crash Reporting, Monitoring & Analysis																					
a	Crash Report Training & Tools		Research & Problem Evaluation		Tool Development		Primary Implementation						Evaluation & Refinement									
b	Near Miss Technology & Predictive Crash Analysis				Research & Program Development		Deployment															
d	Pilot program for school zone automated warning notifications									Program Development		Vendor Selection		Implementation & Evaluation								
Programwide Activities																						
Other	Public Engagement		Ongoing activities in support of projects																			
	Program Management & Agency Support	Grant Agreement w/ DOT & Steering Committee Charter & Detailed Work Plan Development*		Ongoing activities																		Grant Closeout

*Not grant funded



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