CITY OF DUNNELLON
5 YEAR CAPITAL PLAN

	ITEM	QUANTITY	PER ITEM COST	TOTAL COST	JUSTIFICATION	PURCHASE YEAR 2017	2018	2019	2020	2021	OBJECT CODE
130	**30552-TAX INCREMENT FINANCING DISTRICT**			-							
131											
132	BLUE RUN PARK Restrooms	1	30,000	30,000.00	Restrooms	30,000					60620
133	Entry Signage - 2 Signs (10,000 ea)	2	10,000	20,000.00		20,000					60630
134	125 Anniversary Park	1	23,400	23,400.00	Restrooms	23,400					60630
135											60630
136											
137	**TOTAL TIFD FUND**			-		**73,400**	**0**	**0**	**0**	**0**	
138											
139											
140	**Unobligated Funds**										
141	FY 2015	82,003									
142	FY 2016 (Projected surplus)	116,330									
143	FY2017 (Projected surplus)	93,754									
144	**Balance to obligate or budget**	**292,087**									
145											
146	**Possible projects to obligate funds:**										
147	Increase amount allocated to signage	10,000	FY16-17 Budget								
148	Grants	-									
149	Parking & Meters	200,000									
150	Bike path through city	50,000	obligate 50,000 ea year up to $350,000								
151	Park improvements	12,087									
152	Landscaping	10,000									
153	Benches	10,000									
154	Lighting	10,000									
155	Total TIFD Reserve Commitment	**302,087**	Obigated at Council Budget Workshop 8/10/16								
156	Moved to FY16-17 capital improvements	(10,000)									
157	**Balance of obligated reserves**	**292,087**									
158											
159											

*Per Florida State Statute Chapter 163 Part 3 - All CRA monies must be obligated and/or budgeted.

MEMORANDUM

Pennsylvania Avenue (CR 484) Design Alternatives Study

Prepared for:

TPO
Ocala · Marion County

APRIL 2016

Prepared By

Kimley»Horn

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PENNSYLVANIA AVENUE (CR 484) DESIGN ALTERNATIVES STUDY

Project Background

One of the key recommendations of the City of Dunnellon Bicycle and Pedestrian Master Plan was the re-design of Pennsylvania Avenue with a bike (shared-use) path that connects the downtown area to Blue Run Park. Which ultimately connects to the future Cross Florida Greenway Trail and the Withlacoochee Trail. In addition, in 2013 Marion County and the City of Dunnellon started developing conceptual plans for Pennsylvania Avenue (CR 484) for corridor improvements. The concept plans developed in 2013 depicted potential streetscapes to accommodate non-motorized travel through the corridor. These plans included a 12-foot shared-use path along the southern side of the roadway and a four-foot sidewalk for pedestrian use on the northern side. In addition to the shared-use path, the concepts had 11-foot vehicle travel lanes and an 11-foot two-way left turn lane/median. Public input was gathered to assess support for the suggested modifications. Input from the public stated their desire to maintain on-street parking along the corridor in some way. Local businesses shared concerns that any substantial changes to the roadway may negatively affect their patronage.

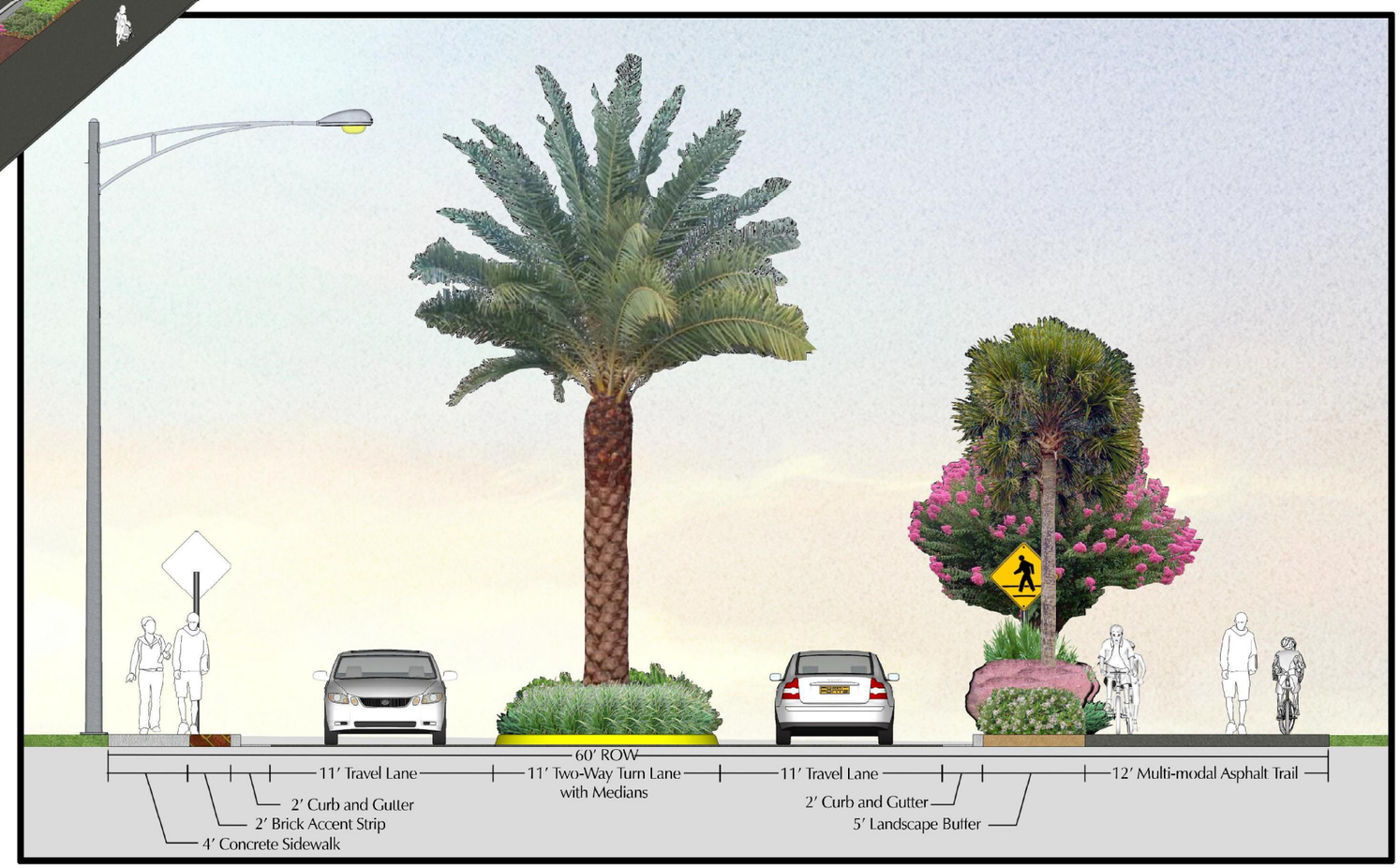
Multi-use trails in the City of Dunnellon and surrounding area could become a major economic driver for the area. The City of Dunnellon finds itself in a unique situation to develop infrastructure that will utilize and integrate with the existing/proposed trail networks and improve access to its already popular natural areas. Plans are in place for the creation of the Heart of Florida Loop which will be a continuous shared-use path within the central Florida region, connecting with other trails that cover the extent of Florida. This trail network enters Marion County from the south near Dunnellon and continues eastward along the Cross Florida Greenway Trail, north toward the Ocala area. The connection of these shared-use paths in Dunnellon will provide economic development opportunities in the form of ecotourism and recreation. Marion County is home to some truly outstanding natural areas, several of which are within or very near Dunnellon. Blue Run Park provides access to the Rainbow River, which is one of Marion County's most visited waterways. This park draws visitors from all around the region to enjoy the crystal clear waters of the Rainbow River. Providing facilities for non-motorized forms transportation allows for the development of on-street businesses and may improve patronage of the local businesses. It is believed that vehicle use and nearby parking is essential for businesses to succeed, but providing improved access for non-motorized users can help improve economic development by catering to additional visitation. Creating a comfortable area for individuals to travel to will help foster a sense of place and can lead to increased economic success.

The Ocala/Marion Transportation Planning Organization (TPO) has undertaken this assessment of the Pennsylvania Avenue corridor for multimodal improvement and has developed new concepts for consideration. These concepts have been developed to improve the multimodal use of Pennsylvania Avenue using varying techniques and modifications to promote both motorized and non-motorized movement through the corridor. The five design alternatives and three Rainbow River Bridge options have been presented during two meetings, one with the Dunnellon City Council on February 17, 2016 and another with the general public on March 30, 2016.

Previous Concept

The previous design concept created by Kimley-Horn in 2013 had reduced lane size, two-way left turn lane/landscaped median, and added a shared-use path with a landscaped buffer to separate the path from the travel lanes, as shown in ***Figure 1***. Through public input it was expressed that this concept had too much landscaping, as well as concerns for medians blocking off business entrances. Marion County engineering developed another concept using significantly less landscaping. This design concept had two 11-foot travel lanes, two six-foot bike lanes and a seven-foot on-street parking area.

Figure 1: Concept Graphics - Typical Section



Pennsylvania Avenue East Streetscape

Concept Graphics - Typical Section

CITY OF DUNNELLON, FLORIDA

AERIAL DATA: © 2012 GOOGLE EARTH
CONTACT: LEWIS M. BRYANT, P.E. (352) 438-3031

DATE: FEBRUARY, 2013

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Existing Conditions

This typical section shows lane widths and current sidewalk and parking conditions on the roadway. Currently the on-street parking is used by weekend visitors to the Blue Run Park and patrons of the local businesses. The parking is also used by delivery trucks servicing the nearby businesses. Pedestrian and bicycle activity has been identified as a major concern for this area as well. Currently cyclists and pedestrians must either share the sidewalks or make use of travel lanes which are not marked for bicycle safety. The five alternatives (listed A-E) have been developed to address the concerns heard from the public. The existing typical section for Pennsylvania Avenue is shown in ***Figures 2 and 3***:

- 13-foot travel lanes
- 7-foot parking on both sides
- 5-foot sidewalk on both sides

New Alternatives

Five alternatives were developed and presented for public comment. Each of these alternatives were designed using the feedback gathered during the 2013 conceptual project and modified to include different facilities. Each of the alternatives below offers a different layout from the existing corridor with an eye toward increasing pedestrian and bicycle use and improving safety throughout the corridor. A description of the alternatives can be found below.

Alternative A:

This alternative reduces the lane size from 13 feet to 11 feet. which would decrease vehicle speeds, reduces on-street parking to only the northern side of the road which allows for the addition of bike lanes on both sides of the road. This option is relatively low cost can be created through restriping the roadway. The bicycle lanes are not buffered and may exclude non-proficient cyclists from using this facility. This alternative includes the following and can be seen in ***Figures 4 and 5***:

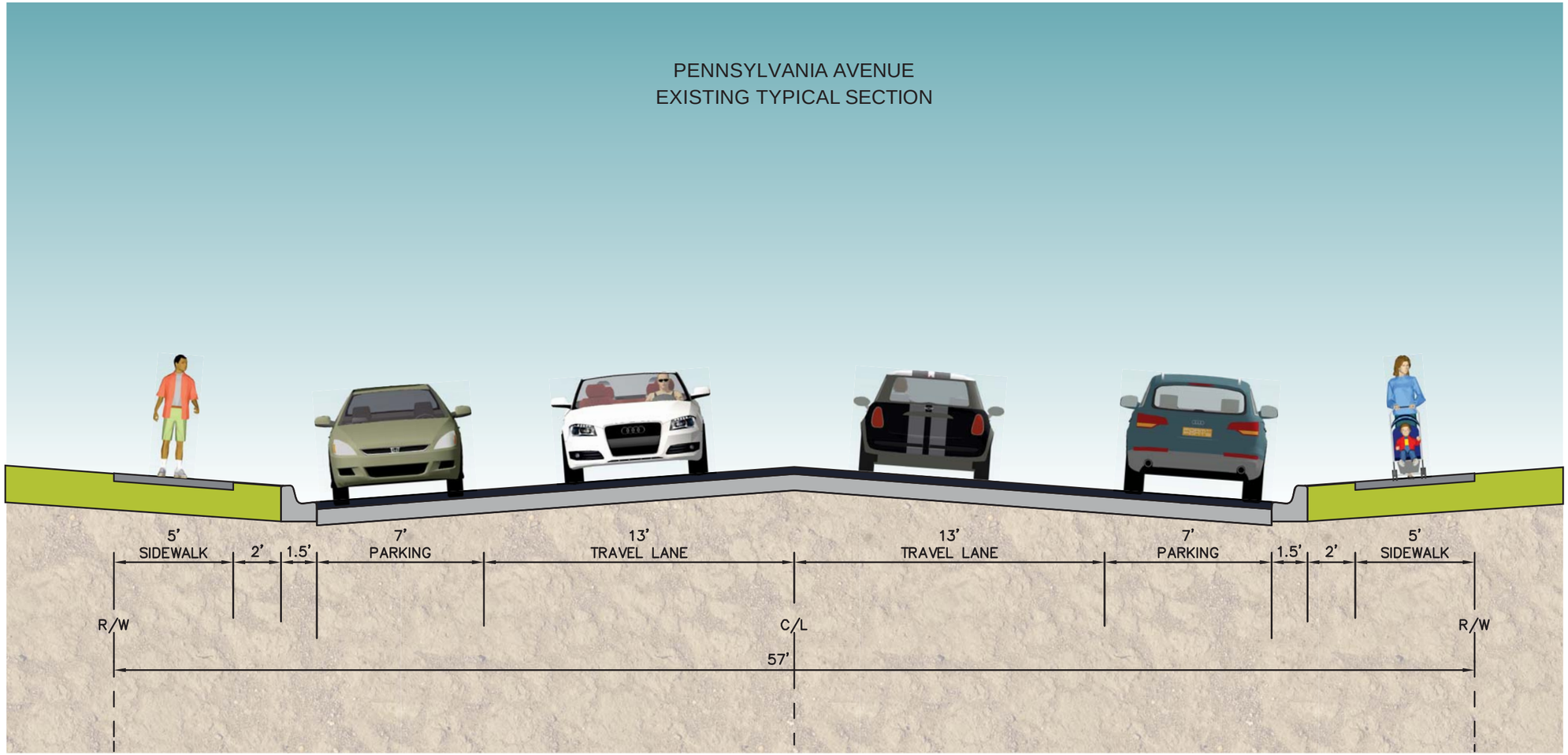
- 11-foot travel lanes
- 5.5-foot bike lanes on both sides
- 7-foot parking on north side
- 5-foot sidewalks on both sides

Alternative B:

This alternative reduces the lane size to the FDOT minimum width of 10.5 feet, which would decrease vehicle speeds, reduces on-street parking to only the northern side of the road, making available roadway for bike lanes on both sides of the road. With the travel lane width suggested to be 10.5 feet Wide, coordination with Marion County is needed to ensure the roadway will remain compliant with standards. This option is relatively low cost as in many cases the alternative will be created through restriping the roadway. The bicycle lanes are only five feet with a one-foot buffer to allow for more cyclist use of this facility. This alternative includes the following and can be seen in ***Figures 6 and 7***:

- 10.5-foot travel lanes
- 5-foot bike lanes on both sides with a 1-foot buffer
- 7-foot parking on north side
- 5-foot sidewalks on both sides

Figure 2: Existing Typical Section



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LICENSED PROFESSIONAL
AMBER L. GARTNER, P.E.
FLORIDA LICENSE NUMBER 72294

KHA PROJECT 040868019
DATE FEBRUARY 2016
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY DSC
CHECKED BY ALG
DATE:

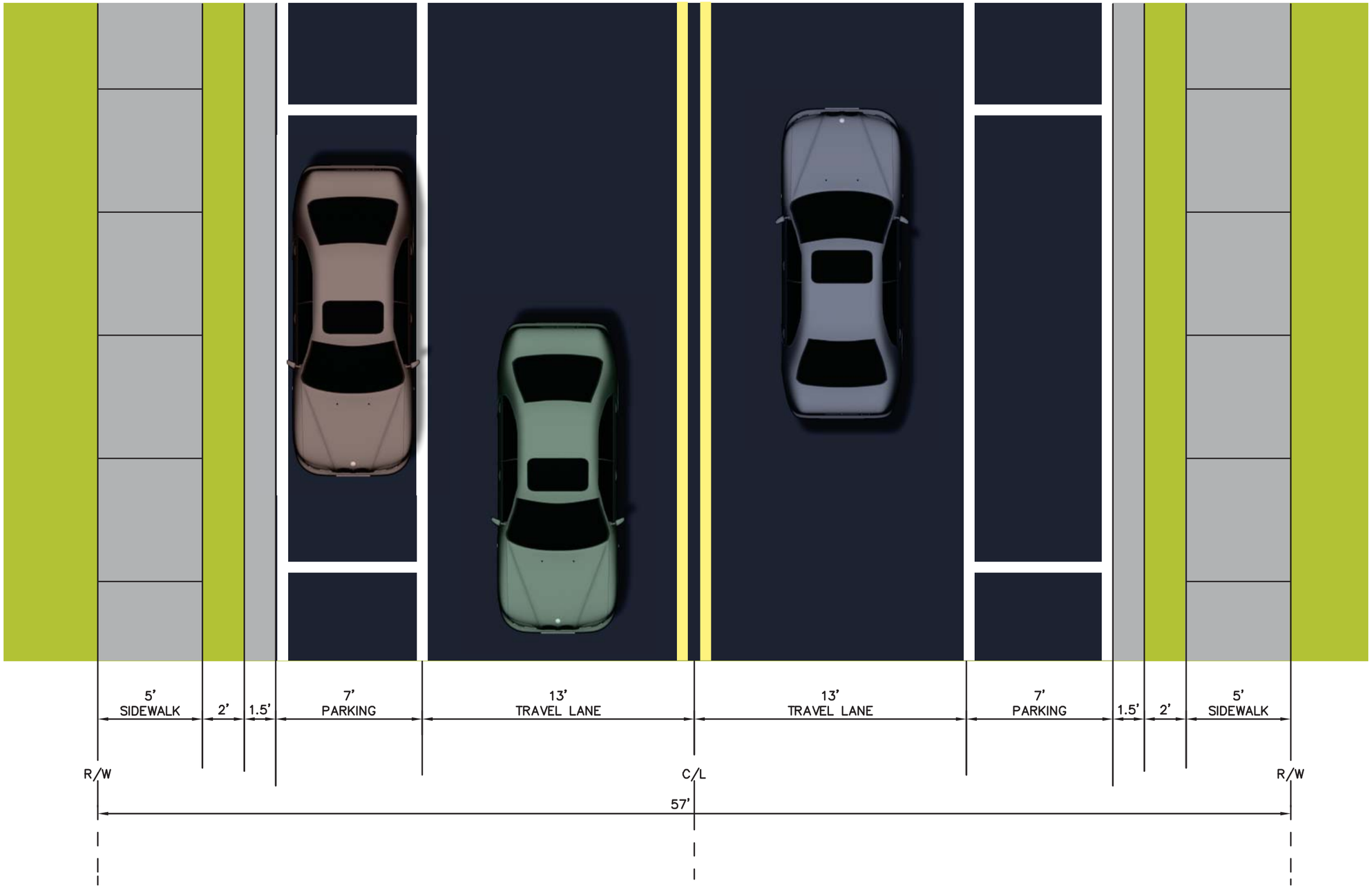
EXISTING TYPICAL SECTION

PENNSYLVANIA AVENUE
PREPARED FOR
OCALA/MARION COUNTY TPO
CITY OF DUNNELLON FLORIDA

SHEET NUMBER
01

Figure 3: Existing Typical Section (Aerial View)

PENNSYLVANIA AVENUE
EXISTING TYPICAL SECTION



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EXISTING TYPICAL SECTION

PENNSYLVANIA AVENUE
PREPARED FOR
OCALA/MARION COUNTY TPO
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SHEET NUMBER
01

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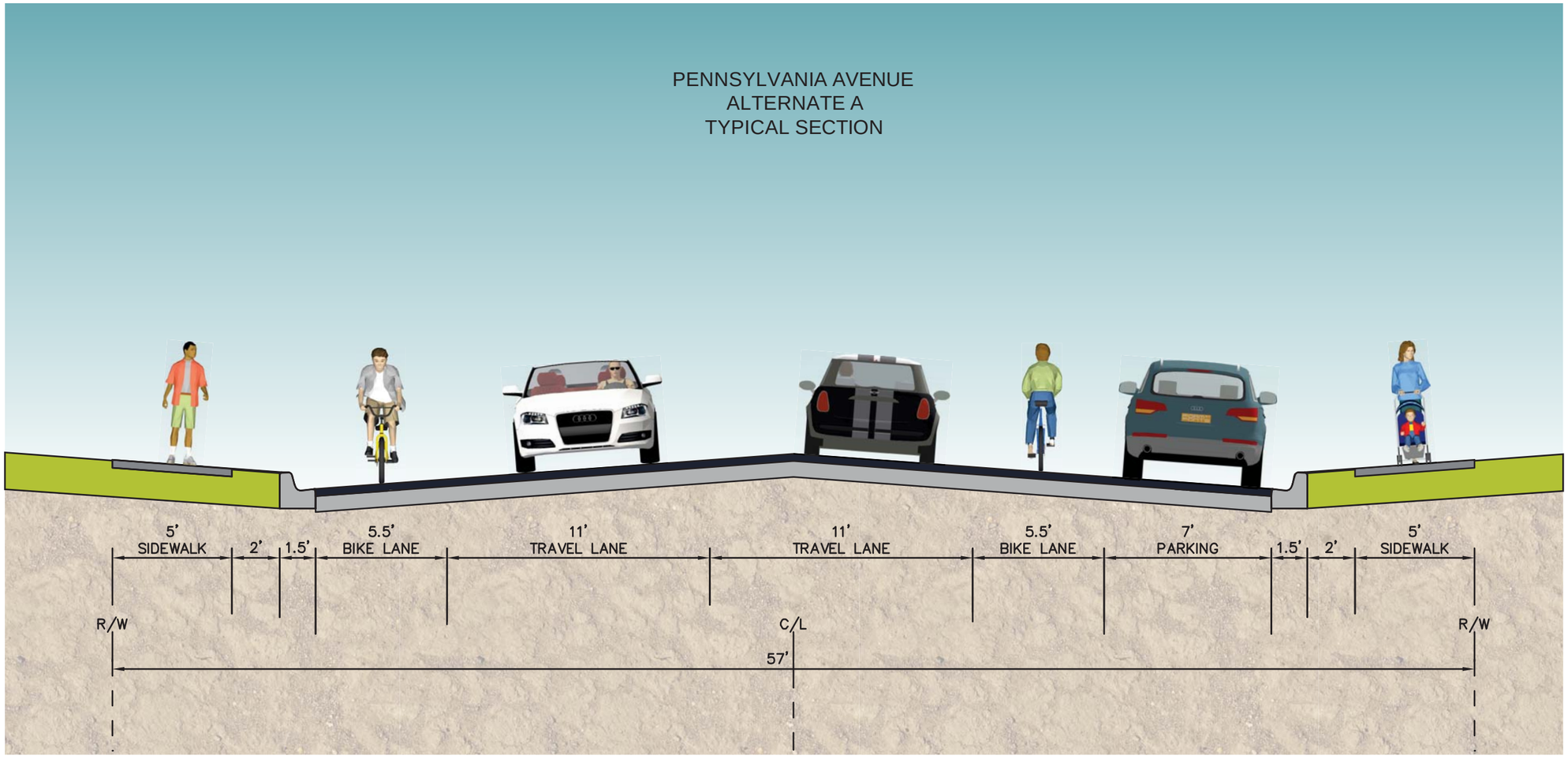
Figure 4: Alternate A Typical Section



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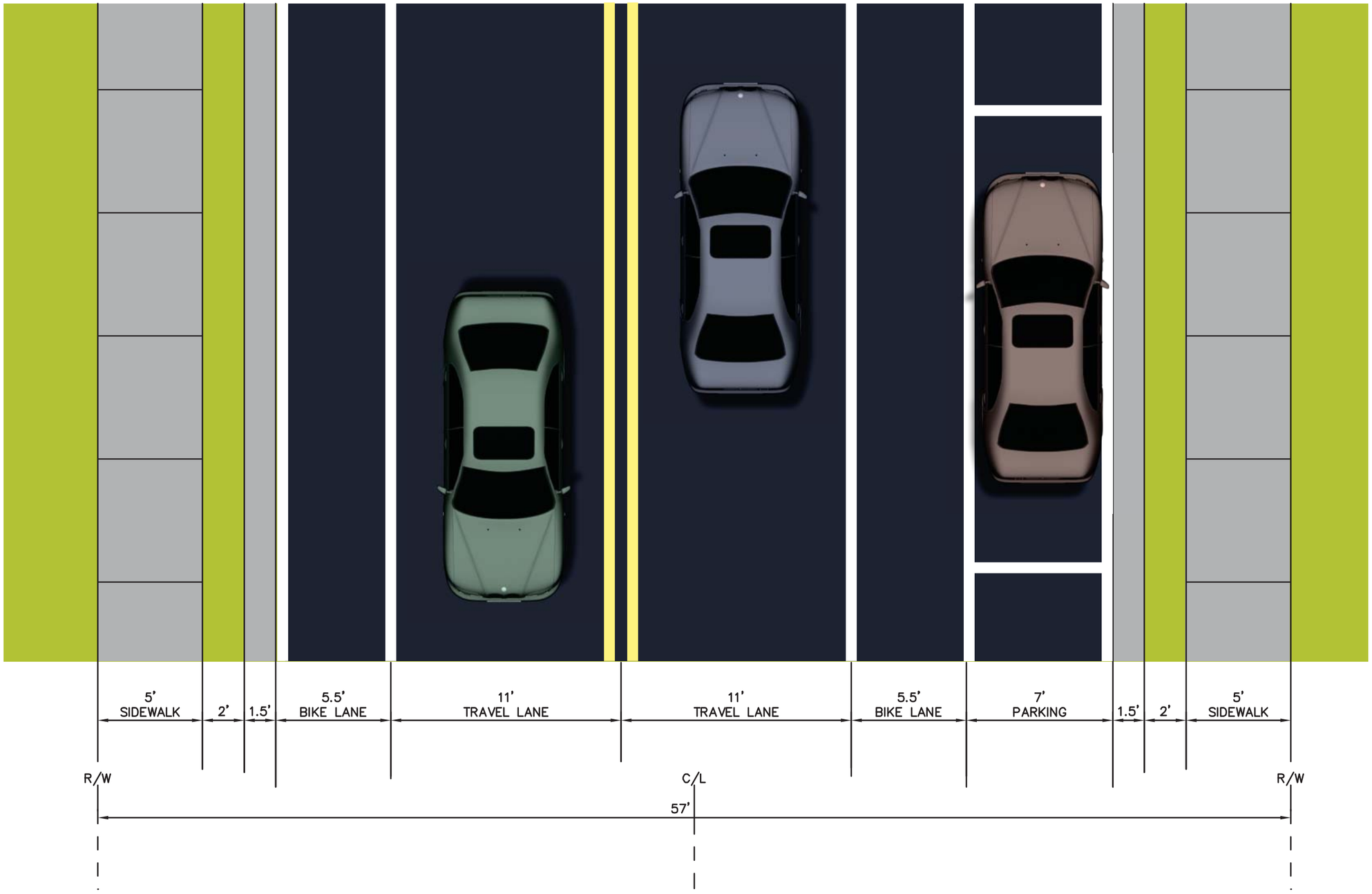
ALTERNATE A
TYPICAL SECTION

PENNSYLVANIA AVENUE
PREPARED FOR
OCALA/MARION COUNTY TPO
CITY OF DUNNELLON FLORIDA

SHEET NUMBER
02

Figure 5: Alternate A Typical Section (Aerial View)

PENNSYLVANIA AVENUE
ALTERNATE A
TYPICAL SECTION



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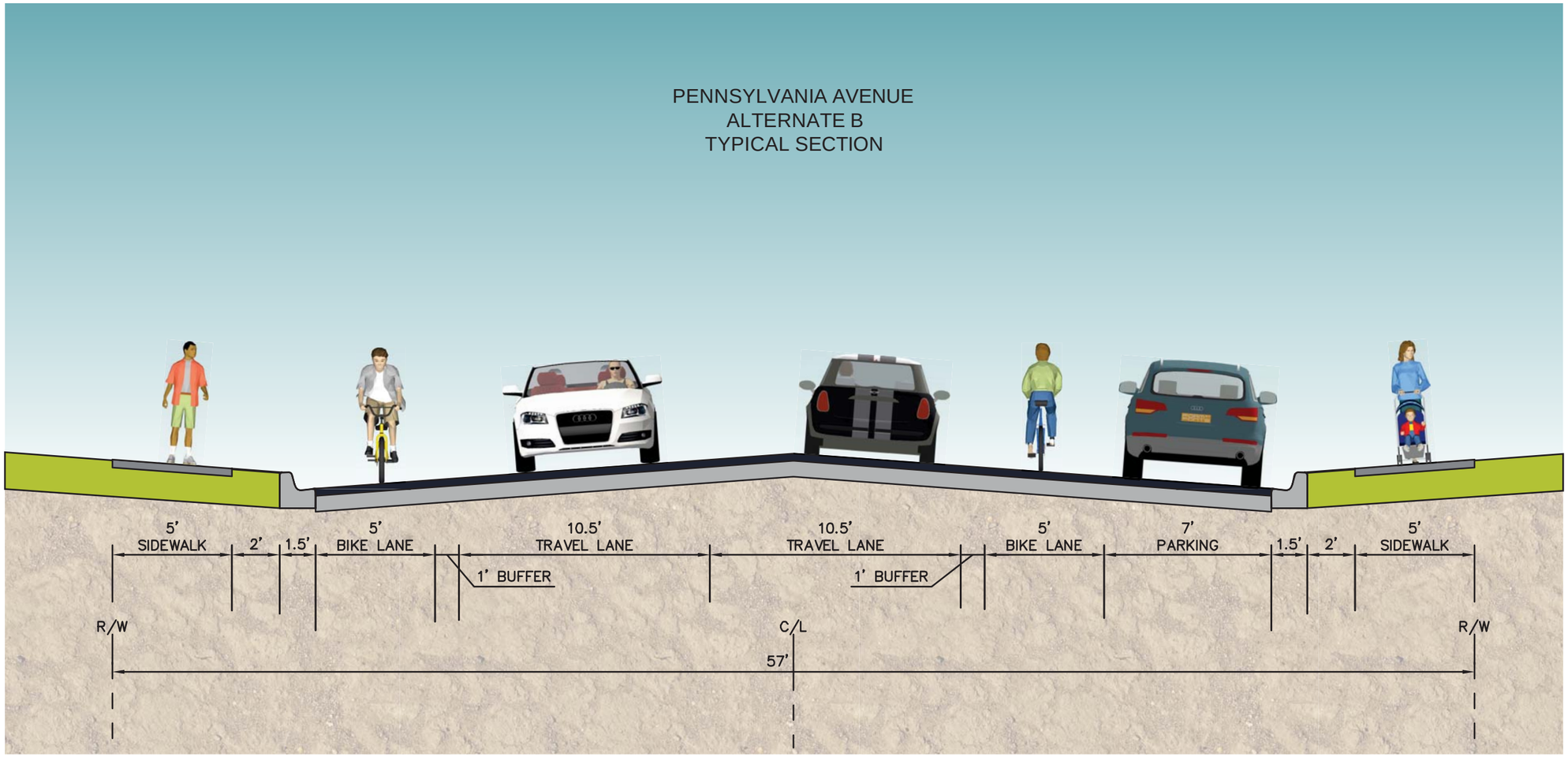
ALTERNATE A
TYPICAL SECTION

PENNSYLVANIA
AVENUE
PREPARED FOR
OCALA/MARION
COUNTY TPO
CITY OF DUNNELLON FLORIDA

SHEET NUMBER
02

Figure 6: Alternate B Typical Section



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ALTERNATE B TYPICAL SECTION

PENNSYLVANIA AVENUE
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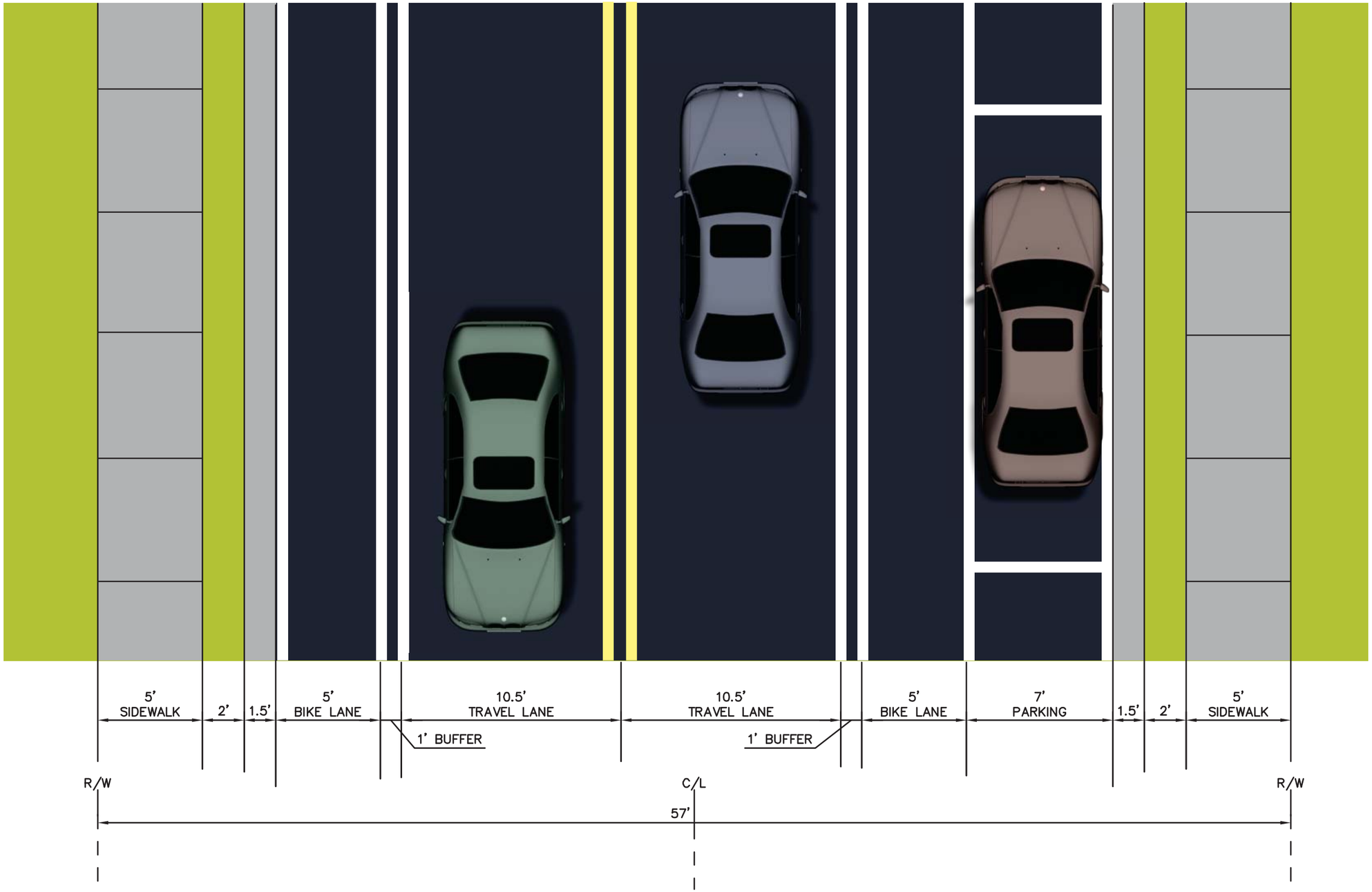
OCALA/MARION COUNTY TPO
CITY OF DUNNELLON FLORIDA

SHEET NUMBER
03

Figure 7:Alternate B Typical Section (Aerial View)

PENNSYLVANIA AVENUE
ALTERNATE B
TYPICAL SECTION



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ALTERNATE B
TYPICAL SECTION

PENNSYLVANIA AVENUE
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CITY OF DUNNELLON FLORIDA

SHEET NUMBER
03

Alternative C:

This alternative reduces the lanes from 13 feet to 11 feet which would reduce vehicle speeds. In addition this alternative would also reduce on-street parking to only the northern side of the road, which allows for the creation of a side path on the southern side of the roadway. This side path would be separated by some type of vertical separator such as a vertical delineator or vehicle curb separator. These provide a buffer allowing for more comfortable use of the side path for trail users. Roadway delineators can vary from rumble strip materials on the ground, low barriers, to vertical delineators of multiple designs and heights. This alternative will likely be more expensive than alternatives A and B. The following can be seen in ***Figures 8 and 9***:

- 11-foot travel lanes
- 8-foot side path on south side with a 3-foot buffer and delineators on the road
- 7-foot parking on north side
- 5-foot sidewalks on both sides

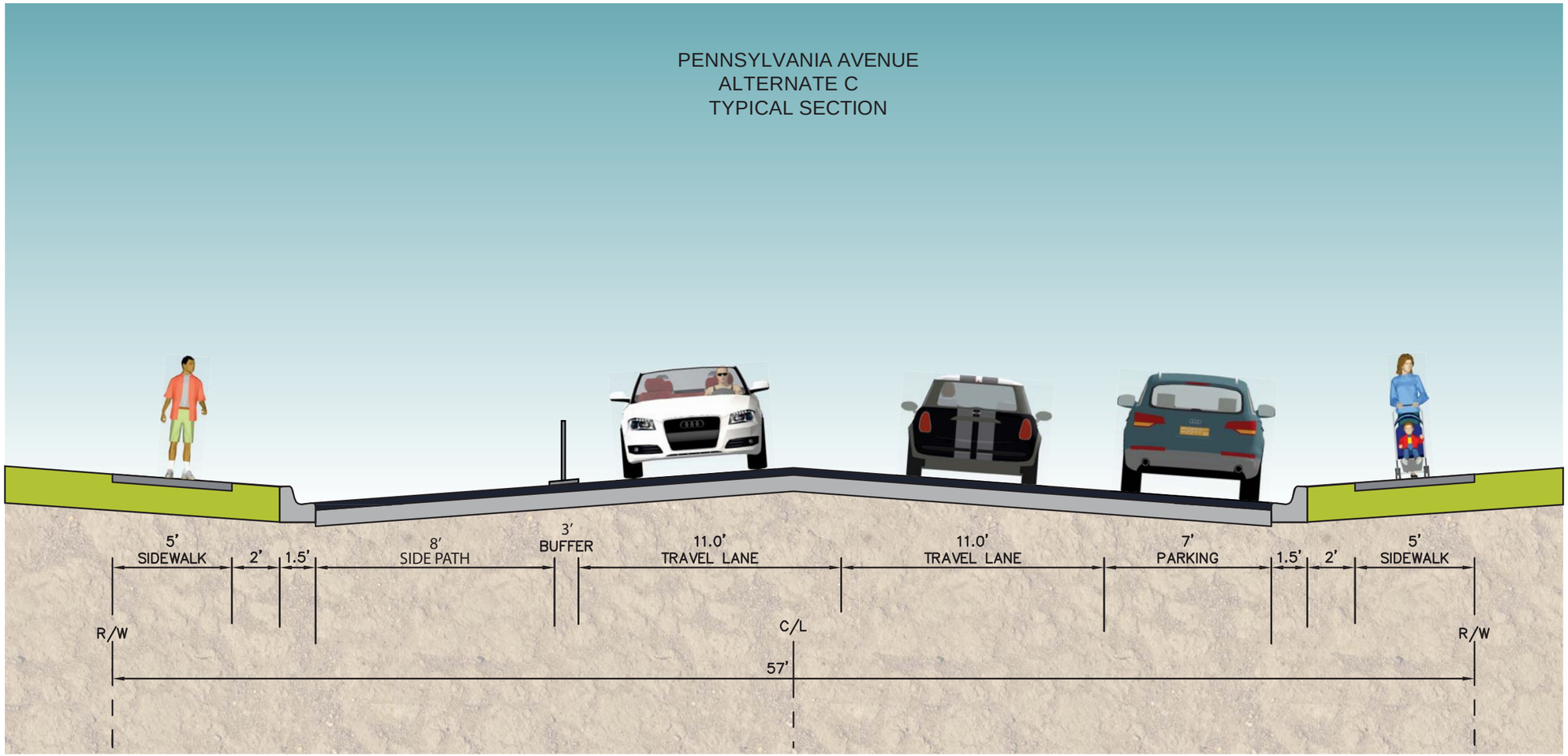
- *www.fhwa.dot.gov*

- www.en.zicla.com

- *www.fhwa.dot.gov*

- www.wamu.org

Figure 8: Alternate C Typical Section



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ALTERNATE C
TYPICAL SECTION

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04

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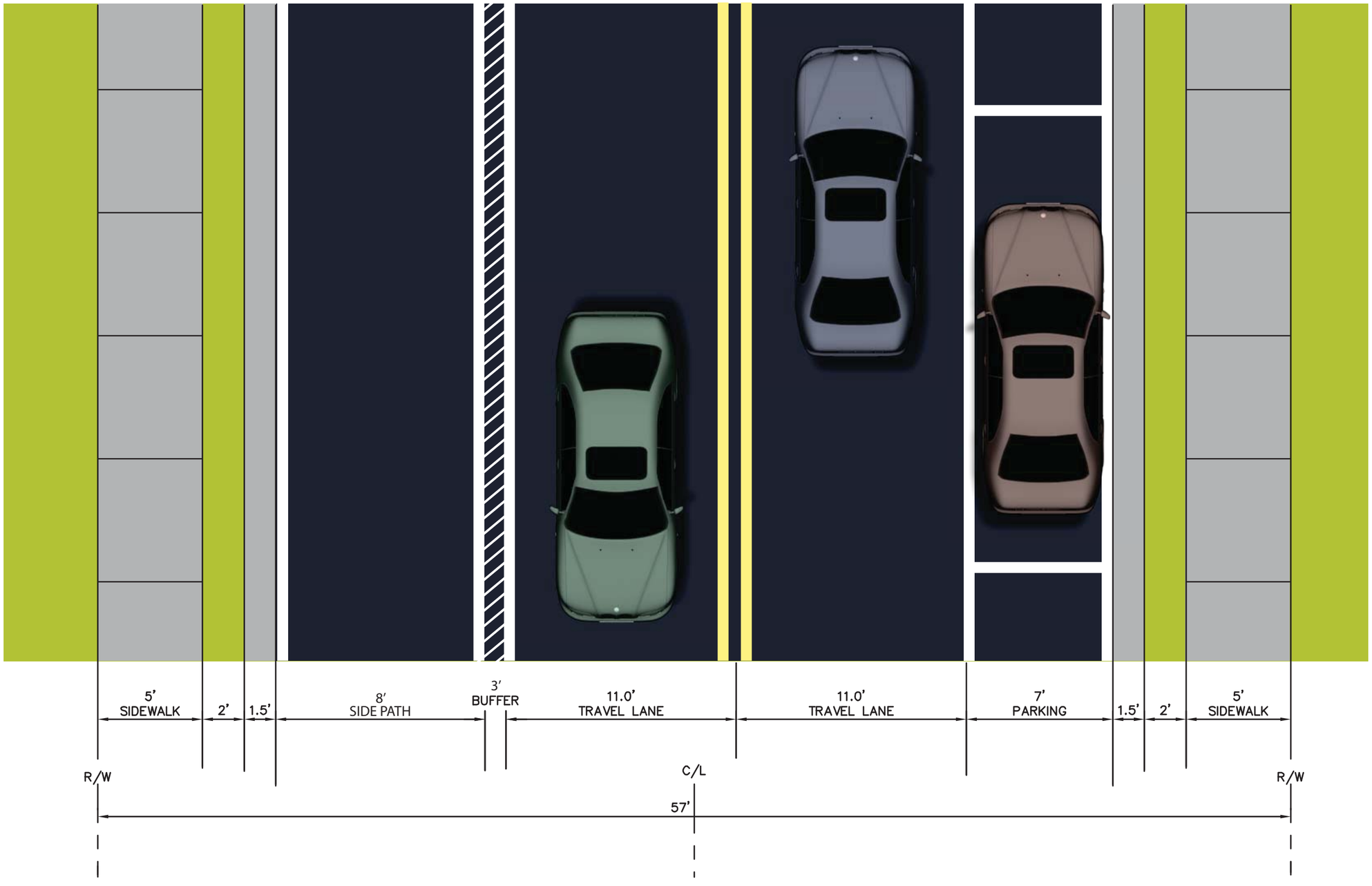
Figure 9: Alternate C Typical Section (Aerial View)

PENNSYLVANIA AVENUE
ALTERNATE C
TYPICAL SECTION



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ALTERNATE C
TYPICAL SECTION

PENNSYLVANIA
AVENUE
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COUNTY TPO
CITY OF DUNNELLON FLORIDA

SHEET NUMBER
04

Alternative D:

This alternative reduces the lane size from 13 feet to 11 feet which would decrease vehicle speeds and removes all on-street parking and adds a two-way left turn lane/landscaped median. A sidewalk is proposed on the northern side, while a 12-foot shared-use path is recommended on the southern side. This alternative is one of the safer options as it completely separates motor vehicles from other users and provides a turn lane/median area that separates the travel lanes. This alternative will likely be the highest cost of implementation. This alternative includes the following and can be seen in ***Figures 10 and 11***:

- 11-foot travel lanes
- 11-foot turn lane and/or landscaped median
- 12-foot shared-use path on south side, off the road
- 5-foot sidewalk on north side

Alternative E:

This alternative reduces lane size from 13 feet to 11 feet which would reduce vehicle speeds, maintains on-street parking on the northern side. A sidewalk is present on the northern side, while a 12-foot shared-use path is implemented off the road on the southern side. This is the best overall option for safety and connectivity, by separating motorists from other users and continuing to provide on-street parking for the local businesses. This alternative has higher predicted costs for implementation. This alternative includes the following and can be seen in ***Figures 12 and 13***:

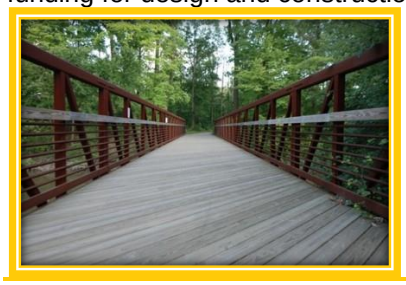
- 11-foot travel lanes
- 12-foot shared-use path on south side, off the road
- 7-foot parking on north side
- 5-foot sidewalk on north side

Bridge Options:

During the Stakeholder meetings, modification of the Rainbow River Bridge was discussed to integrate with the proposed CR 484 design alternatives. Three options were discussed in the meetings:

- Use the existing shoulder along the bridge
- Develop a separate bicycle/pedestrian bridge
- Do nothing

Use of the existing shoulder is only recommended for a temporary solution. Use of the existing shoulder would require either the implementation of roadway barriers or crosswalks to allow bi-directional travel of pedestrians over the bridge. The stakeholder input indicated that the public favored the implementation of a bicycle/pedestrian bridge over the Rainbow River. This separate bridge option will increase pedestrian and cyclist safety by separating them from the vehicle travel lanes while providing adequate width for bi-directional travel. Additionally, this option will allow for more direct travel between the downtown area, Blue Run Park, and the nearby trail system. Both suggested improvement options will require additional engineering design to connect the bridge with the Blue Run Park. The implementation of a new bridge is a longer term project due to anticipated cost. Implementation of the separated shoulder option will also require funding for design and construction however, at far less cost than the separate bicycle/pedestrian bridge.



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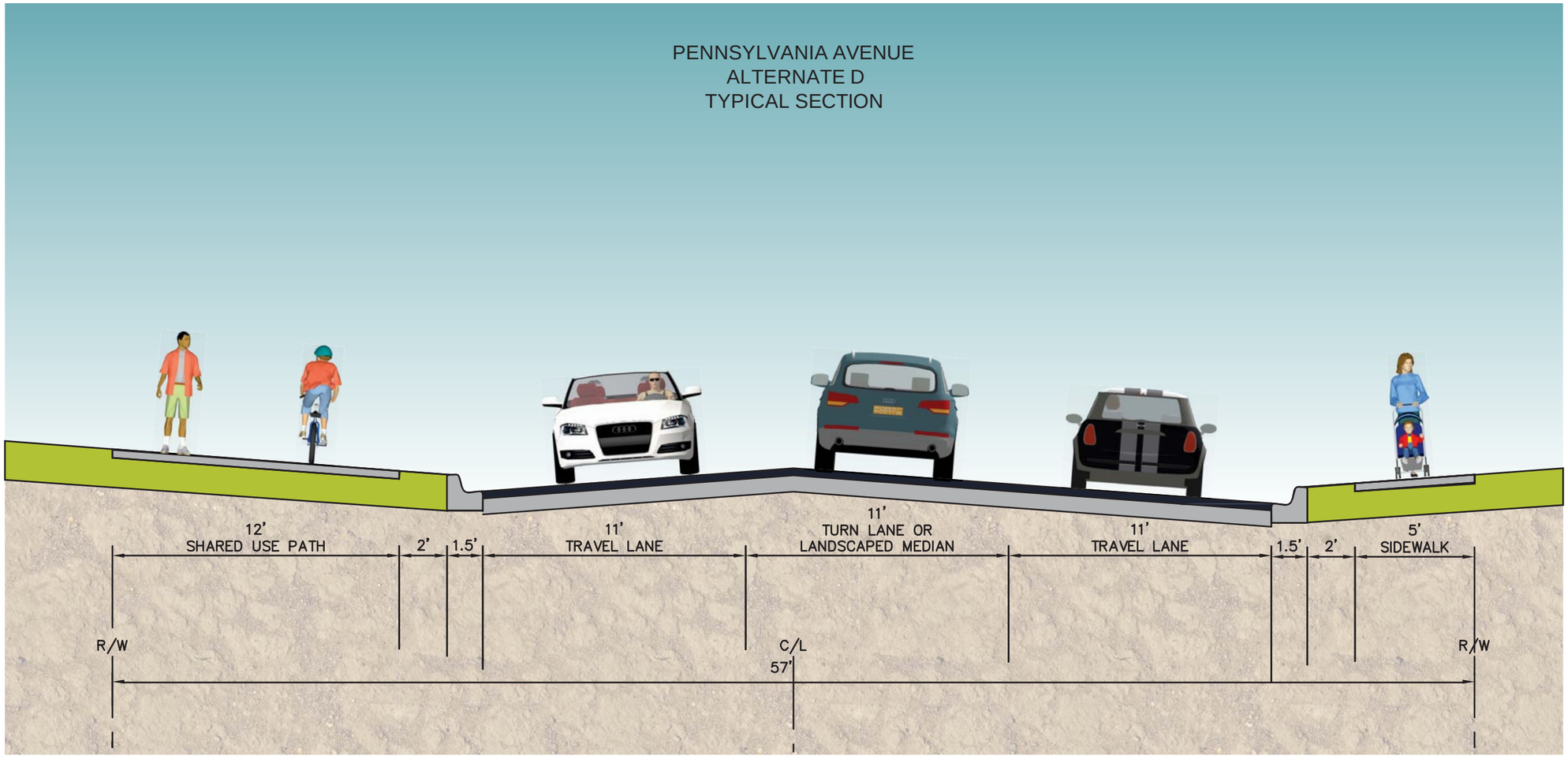
- **Site Visit**

Figure 10: Alternate D Typical Section



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CHECKED BY ALG
DATE:

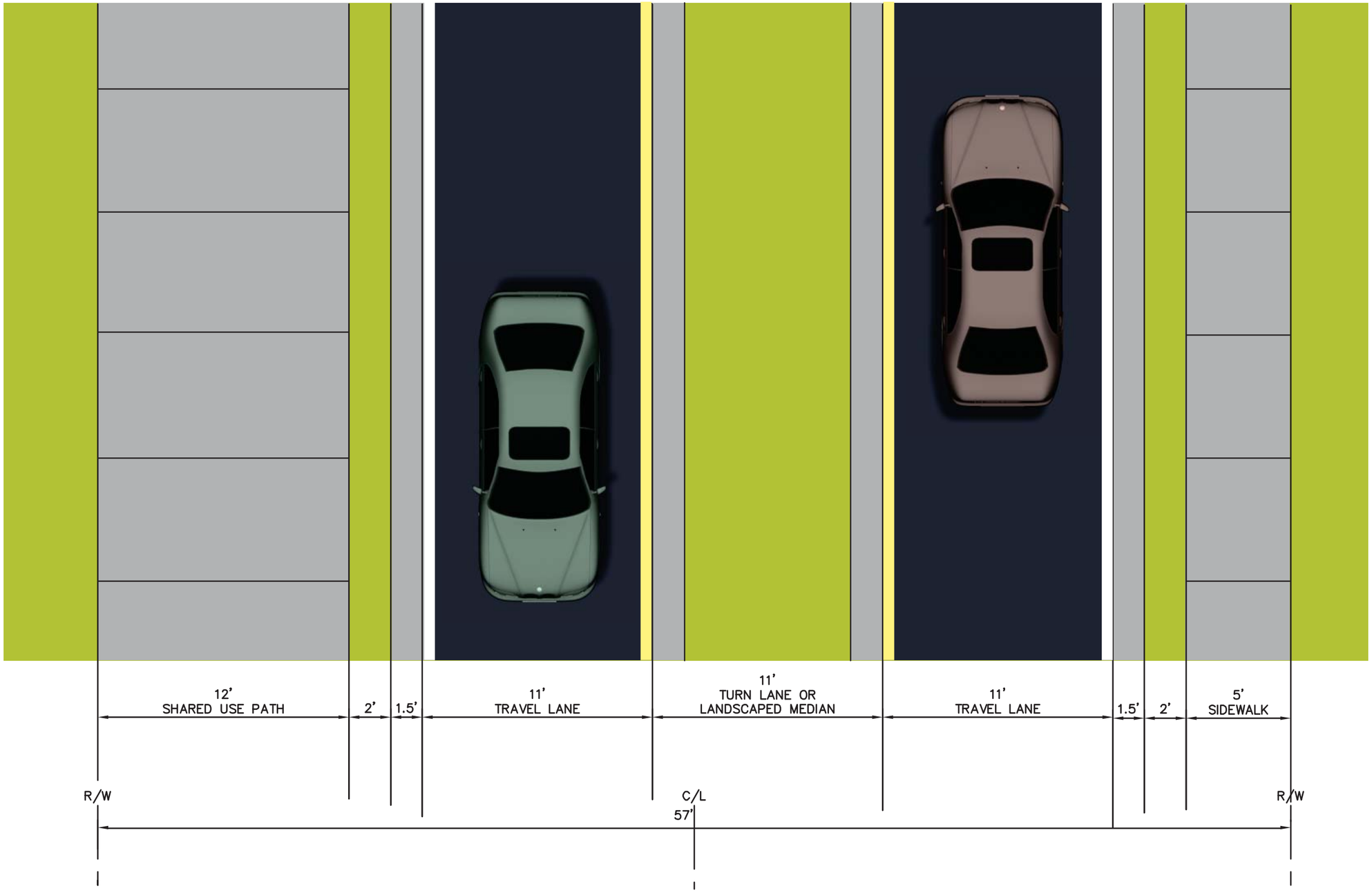
ALTERNATE D TYPICAL SECTION

PENNSYLVANIA AVENUE
PREPARED FOR
OCALA/MARION COUNTY TPO
CITY OF DUNNELLON FLORIDA

SHEET NUMBER
05

Figure 11: Alternate D Typical Section (Aerial View)

PENNSYLVANIA AVENUE
ALTERNATE D
TYPICAL SECTION



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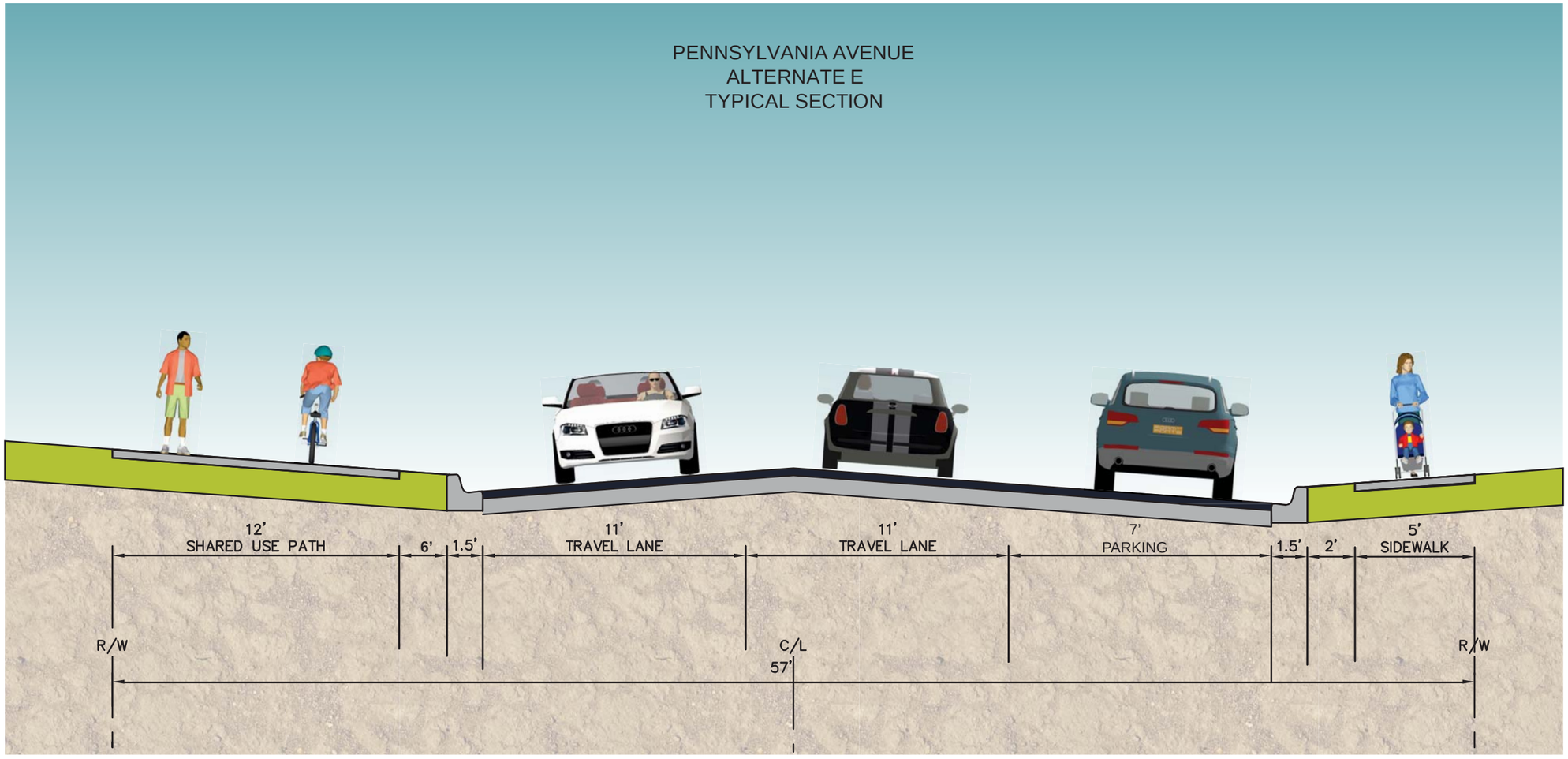
DATE
FEBRUARY 2016
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY DSC
CHECKED BY ALG

ALTERNATE D
TYPICAL SECTION

PENNSYLVANIA
AVENUE
PREPARED FOR
OCALA/MARION
COUNTY TPO
CITY OF DUNNELLON FLORIDA

SHEET NUMBER
05

Figure 12: Alternate E Typical Section



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PENNSYLVANIA AVENUE
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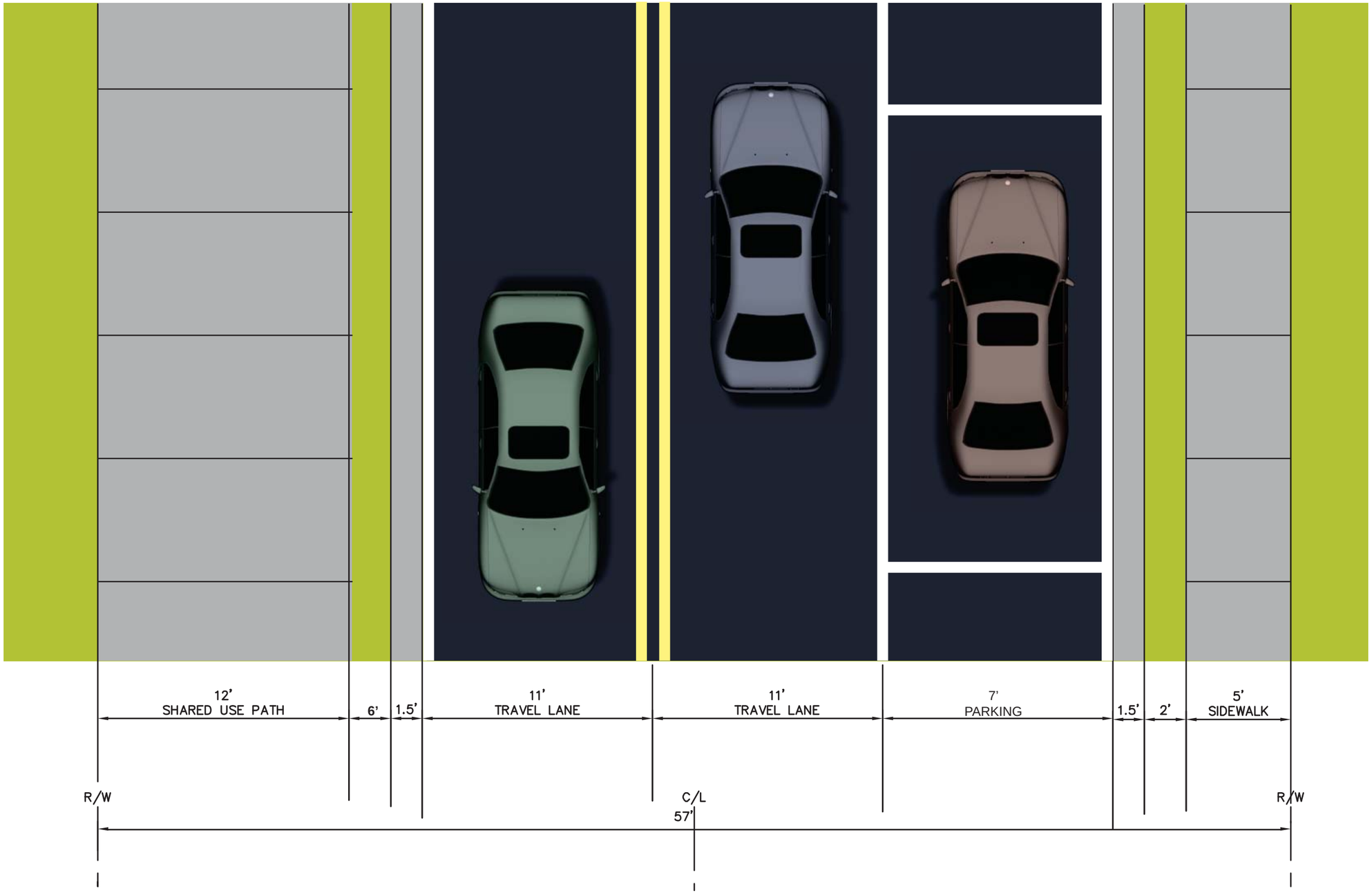
06

Figure 13: Alternate E Typical Section (Aerial View)

PENNSYLVANIA AVENUE
ALTERNATE E
TYPICAL SECTION



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Stakeholder Outreach

Dunnellon City Council – February 17, 2016:

A meeting was held with the Dunnellon City Council to gather input on the newly developed design alternatives for the Pennsylvania Avenue corridor. The Council generally agreed that Alternative C was the preferred option. This option contained the features that the Council desired to see from a streetscape such as maintaining some of the on-street parking and implementing a shared-use path, while requiring a more modest budget to implement. The Council expressed concerns over the types of vertical barriers/delineators and signage that could be used in the design. Concerns over the aesthetics of the delineators and the implementation of other options were discussed to increase the safety of the corridor. Additionally, the Council expressed a desire to explore external funding sources such as the Florida Department of Environmental Protection's Recreational Trails Grant Program. This is a competitive grant program that allows local governments to compete for federal funding for trail facilities.

Public Meeting - March 30, 2016:

A public meeting was held at the Dunnellon Bingo Hall on Wednesday, March 30, 2016. The meeting was held to gather public input on the Pennsylvania Avenue alternatives. There were 46 attendees who participated, and there were 32 comment forms submitted. Alternative C had the most community support followed by Alternative D. Eight individuals did not indicate which alternative they would support, but did indicate that they would like to see bicycle access improvements to Pennsylvania Avenue. Two individuals clearly indicated that they would not like to see anything done to the roadway. The other category is comprised of individuals who shared concerns for safety, turn lane availability, and the impact on businesses. Several individuals indicated they were in favor of Alternative E, but made the decision to support other options due to the potential costs and time it would take to implement.

Results

Throughout the stakeholder engagement process, it was clear that the City Council and the residents that participated in the process favored Alternative C. This alternative accomplishes the addition of a shared-use path while maintaining on-street parking on the north side of the corridor. This alternative creates a safe facility for non-motorized users and will likely increase usage from non-proficient cyclists and pedestrians. Any safety related issues with this option will have to be examined during the engineering design phase. The design phase will have to address the curb cuts to existing land uses, on-street parking, and the Alternative C bicycle facility. The on-street parking will remain on the north side of the road to service the local businesses as well as weekend visitors to Blue Run Park. Additionally, the long term option of building a separate bicycle/pedestrian bridge was favored over using the existing shoulder along the Rainbow River Bridge. This bridge option will be used to create a safe and efficient route for cyclists and pedestrians to travel between the downtown Dunnellon area and Blue Run Park and ultimately to other regional trails. Any modification to Pennsylvania Avenue or the bridge will require coordination with Marion County Engineering. Additionally, Marion County Engineering should be coordinated with to make the connection from the bridge to the Blue Run Park. The proposed modifications to Pennsylvania Avenue will allow Dunnellon to make the necessary changes to accommodate increased cycling in the area as well as draw new visitors to this area.

The results of this report are to examine Alternative C with further engineering analysis and design to ensure the safety and access features have been properly addressed. In addition, the results suggest the consideration of the long term goal for the implementation of a separate bicycle/pedestrian bridge over the Rainbow River. These actions will require engineering design to be completed as the next phase.