



EXPLORE DUNNELLON

CITY OF DUNNELLON, FLORIDA BICYCLE, PEDESTRIAN, AND BLUEWAY FACILITIES MASTER PLAN





ACKNOWLEDGEMENTS

Special thank you to the following entities for their involvement during the development of this Master Plan:

- Dunnellon City Council
- Marion County
- Florida Department of Transportation
- Florida Department of Environmental Protection
- Dunnellon Elementary, Middle and High Schools
- Local businesses in Dunnellon
- Citizens of the City of Dunnellon



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INTRODUCTION

Introduction

The City of Dunnellon, founded in 1887, boomed after the 1889 discovery of phosphate in the area. Phosphate mining along the Rainbow River, then called Blue Run, put the City on the map. Today, outdoor recreation and natural beauty have replaced phosphate mining as the City's biggest assets. Instead of transporting phosphates, the Rainbow River now transports people in canoes, kayaks, and tubes. Proximity of the Withlacoochee Trail attracts bicyclists. The historic district offers visitors and residents a variety of shops and local businesses. Dunnellon also provides several different park opportunities, including a boat launch to the river and a river beach. By leveraging these assets and enhancing the bicycle, pedestrian, and blueway opportunities in the City, Dunnellon can continue to improve the quality of life for residents, attract visitors and tourists, and promote economic development for the small and local businesses in the City.

Purpose

The purpose of this Bicycle, Pedestrian and Blueways Master Plan is to provide the City of Dunnellon with a strong planning tool that will identify capital improvement projects and policy recommendations focused on improving the quality of multimodal services within the City. The Plan will coordinate with Marion County, the Florida Department of Environmental Protection's (FDEP) Office of Greenways and Trails, and other entities to connect with trails, parks, and water features in the region. The purpose of this regional connectivity will be to increase the attractiveness of the City to the region and the State and to promote the City's attributes to further economic development opportunities.



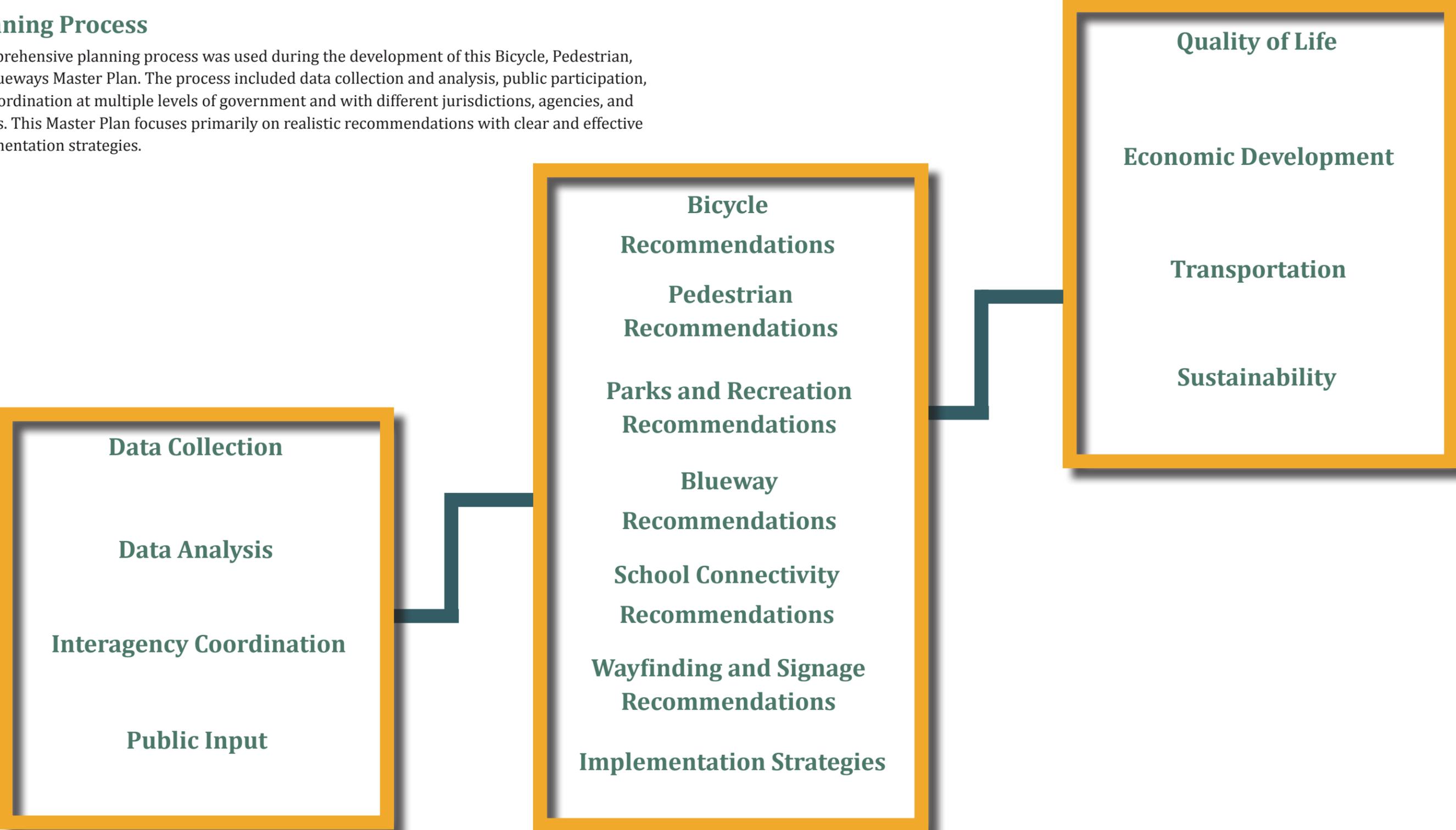
Welsome sign entering Dunnellon

PLANNING PROCESS



Planning Process

A comprehensive planning process was used during the development of this Bicycle, Pedestrian, and Blueways Master Plan. The process included data collection and analysis, public participation, and coordination at multiple levels of government and with different jurisdictions, agencies, and entities. This Master Plan focuses primarily on realistic recommendations with clear and effective implementation strategies.



EXISTING CONDITIONS

Existing Conditions

City Qualities and Community Resources

Geography

The City of Dunnellon is an approximately 6.348 square mile incorporated area within Marion County near the Marion-Citrus County line. The City is located at the confluence of the Rainbow River and the Withlacoochee River. The Dunnellon city limits and community resources are shown in Figure 1.

Historic District

One of the significant community resources in Dunnellon is the Dunnellon Boomtown Historic District, a historic district included in the National Register of Historic Places. The Dunnellon Boomtown Historic District is 560 acres in area and contains 70 buildings. The historic district is roughly bounded by McKinney Avenue, Illinois Street, Pennsylvania Avenue, and Cedar Street.

Parks and Recreation

In addition to the Dunnellon Boomtown Historic District, the City of Dunnellon is home to several community parks. These parks include Blue Run Park, Dinkins Park (City Beach), Ernie Mills Park, Centennial Park, and the Dunnellon Little League Complex. The City is also currently coordinating with the Florida Department of Environmental Protection (FDEP) to lease property for an additional municipal park. The proposed city park would potentially house a new sports complex and the existing sports complex property would be returned to FDEP.



Dunnellon Boomtown Historic District

Other parks that offer opportunities for leisure and recreation near the City of Dunnellon include KP Hole County Park, the Withlacoochee State Trail, and Rainbow Springs State Park. KP Hole is a Marion County operated park that serves as a launch point for boaters and tubers. The Withlacoochee State Trail is 46 mile paved multiuse trail that extends from Trilby to just south of the City of Dunnellon. Rainbow Spring State Park is comprised of three separate sections: the Headsprings, the Campground, and the tubing launch area.



KP Hole County Park

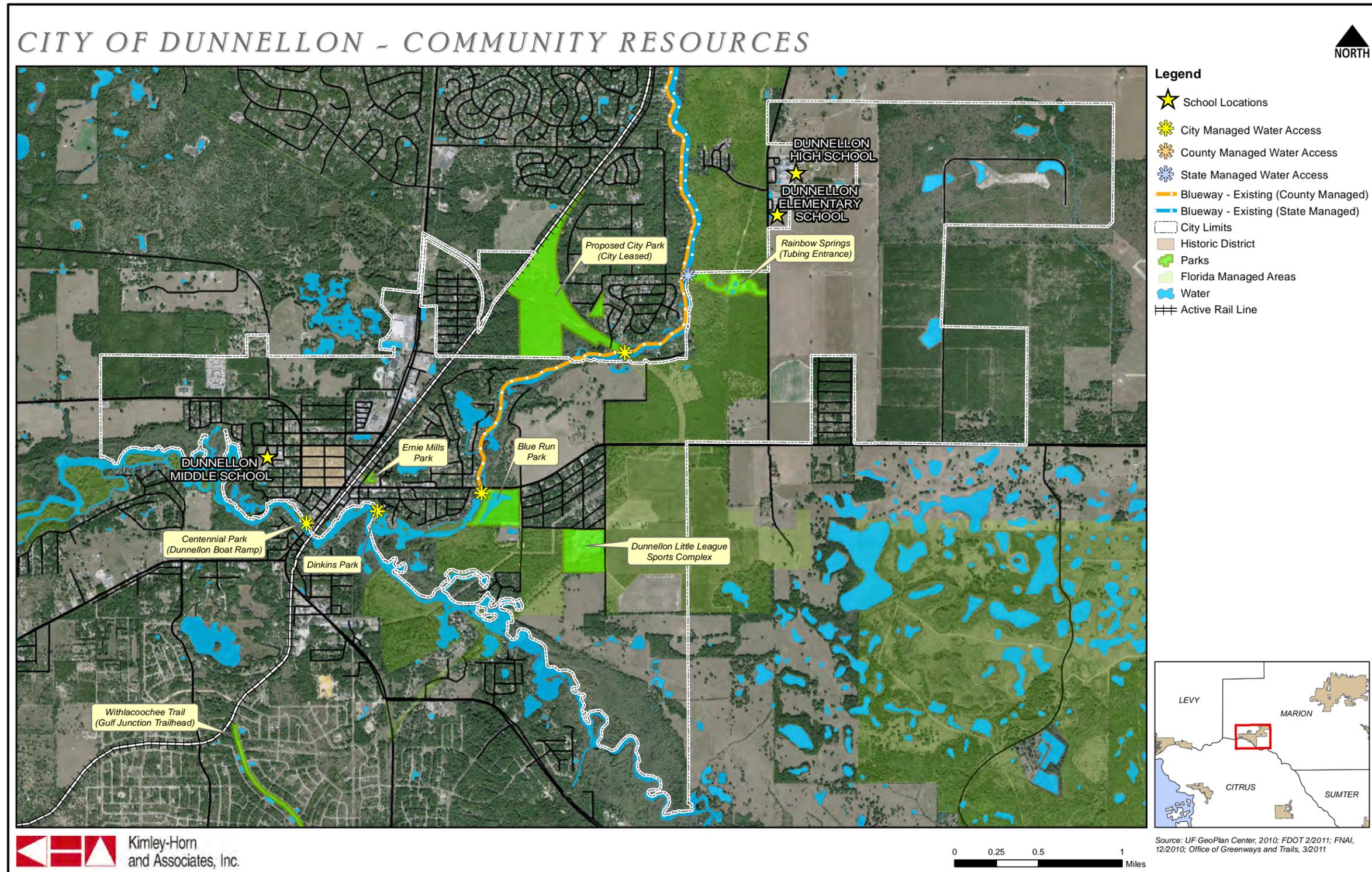
Schools

Three schools are located in the Dunnellon area. Dunnellon Elementary School and Dunnellon High School are located in the northeast portion of the City on 180th Avenue. Dunnellon Middle School is located in close proximity to the historic district on Chestnut Street.

EXISTING CONDITIONS



Figure 1: Community Resources





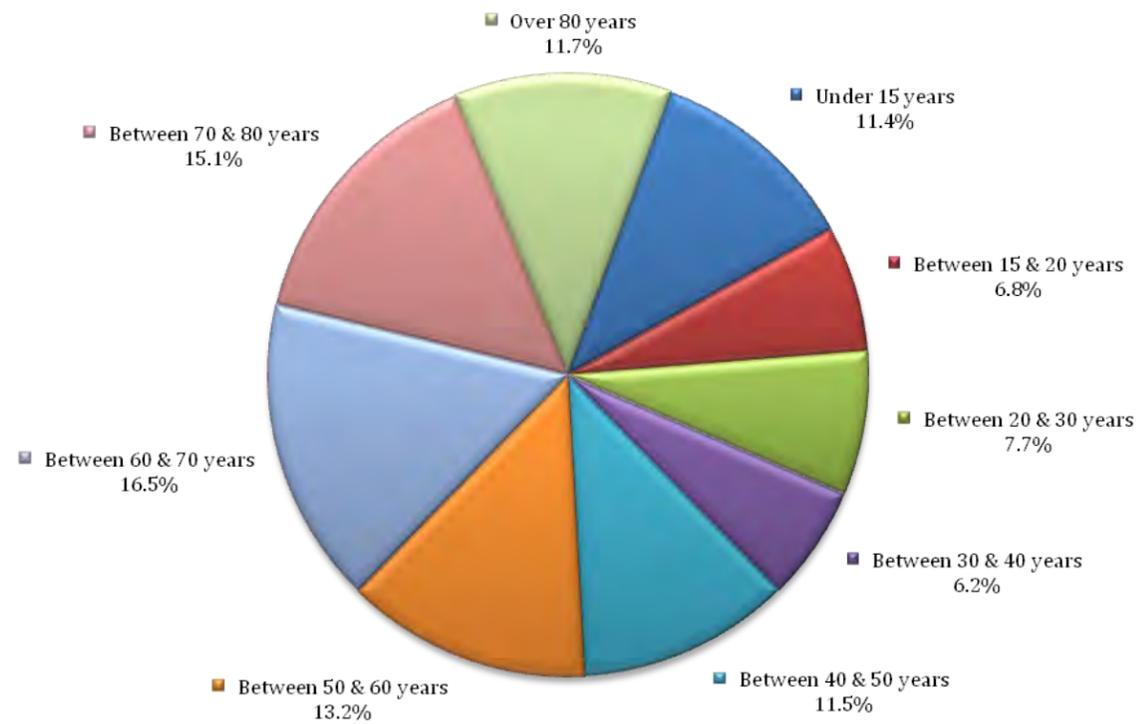
EXISTING CONDITIONS

Demographics

Population

According to the *2010 Florida Statistical Abstract*, published by the University of Florida Bureau of Economic and Business Research (BEER), the population estimate for the City of Dunnellon is approximately 2,023. The population estimate represents a net increase of approximately 6.59 percent between 2000 and 2009. The population of the City of Dunnellon by age bracket is shown in Figure 2.

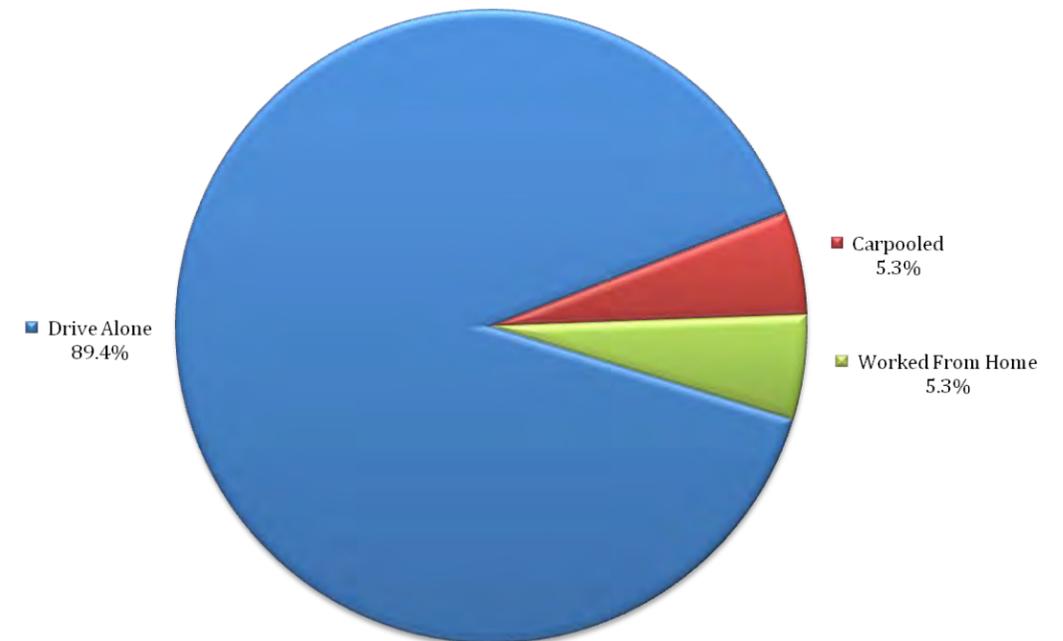
Figure 2: Population by Age



Commute to work

The 2009 American Community Survey estimates that of the workers age 16 and over in Dunnellon, 94.7% traveled to work in a car, truck, or van and 5.3% worked at home. More specifically, 89.4% drove alone in a car, truck, or van, and 5.3% carpooled in a two-person carpool. 0% of the population walked to work, took public transportation, or commuted to work via other means of transportation. Figure 3 illustrates the modes of transportation used by the citizens of the City of Dunnellon for their commutes to work. The mean commute to work is 22.3 minutes.

Figure 3: Commute to Work



Transportation Network

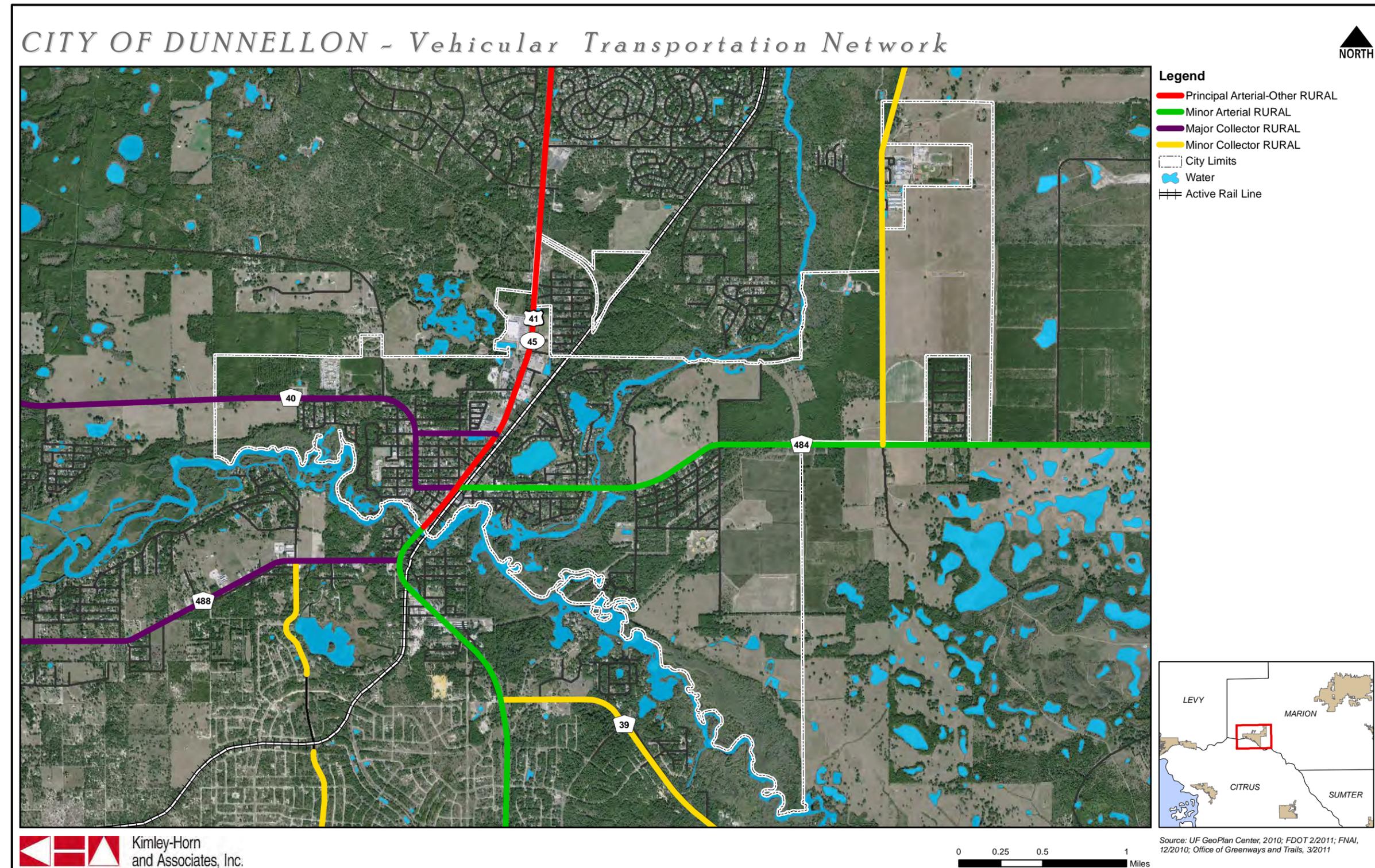
Vehicular Transportation

US 41, a principal arterial, travels through the City of Dunnellon. Other significant roadway corridors in the City include Marion County Road 484, a minor arterial locally known as Pennsylvania Avenue, and Marion County Road 40, a collector locally known as Cedar Street. Figure 4 shows the vehicular transportation network in Dunnellon. Powell Road is also a collector within the City. There are currently no transit options within the City.

EXISTING CONDITIONS



Figure 4: Vehicular Transportation Network





EXISTING CONDITIONS

Bicycle Facilities

There are currently no designated bicycle lanes within the City of Dunnellon. Paved shoulders are currently in place along US 41 north of, through, and south of the City. These paved shoulders can be used by bicyclists, though the volume of traffic on US 41 may deter less proficient cyclists from riding along the shoulders.

Pedestrian Facilities

The City of Dunnellon currently has a well established network of sidewalks. Sidewalks currently exist along both sides of US 41 and County Road 484. The sidewalk network also covers the majority of the historic district and a portion of The Granada. This existing sidewalk network is shown in Figure 5.

Multiuse Facilities

There are currently no multiuse facilities located within the City. The Withlacoochee State Trail is located approximately 2.5 miles south of the City.

Blueway facilities

A blueway, or paddling trail, is a water path that is developed typically by state, county, or local agency. Blueways typically have launch points, camping locations, and points of interest to encourage family recreation, ecological education, and preservation of natural resources. The City of Dunnellon has two major waterways that come together within the City's limits, Rainbow River and the Withlacoochee River, a state designated paddling trail.

Unlike during the late 1800s and early 1900s when the rivers in Dunnellon were used to transport phosphates, the blueways today are used solely for recreational purposes. The Rainbow River is one of the world's longest spring runs and one of the clearest aquatic systems on earth. It is also Florida's third largest spring. Rainbow River is a National Natural Landmark, an Aquatic Preserve, an Outstanding Florida Water and a SWIM Priority Body of Water that provides habitat for over 300 plant species, 70 bird species, 20 reptiles, 15 mammals, and more than 40 species of fish.

Both waterways within the City provide a collection of water recreational activities, including but not limited to paddling, tubing, boating, swimming and diving, as well as fishing. Many of the recreational opportunities within and around the City can be experienced by a wide range of residents and travelers requiring little experience. The two rivers offer both paddlers and tubers a great opportunity

to become acquainted with the natural areas of Dunnellon. Due to the number of people who use the river for recreational purposes, Marion County restricts the size of tubes and floats to no larger than 60 inches. County ordinance also restricts the use of disposable containers on the river; only reusable containers may be brought on the river. Boating is also popular on the Withlacoochee River, which is a State of Florida designated paddling trail.



Canoeing on the Rainbow River



EXISTING CONDITIONS

Regional Connections

The City of Dunnellon is located in Marion County on the Marion County-Citrus County line. This location provides for various connections throughout the region. US, state, and county roads provide connections to Ocala, Inverness, Belleview, Inglis and Yankeetown, as seen in Figure 6. The Withlacoochee State Trail Gulf Junction Trailhead, just south of Dunnellon, provides a paved multiuse trail connection for bicyclists and pedestrians to Citrus Springs, Inverness, Floral City, and Trilby. The Withlacoochee South River Paddling Trail provides connections to Hernando, Inverness, Lake Panasofkee, Bushnell, Nobleton, and Brooksville.

Data Analysis

For the development of this Master Plan, baseline data were collected from multiple sources to establish an existing conditions database of the City of Dunnellon. These baseline data were imported into a Geographic Information System (GIS) and were verified through a series of field visits completed during the project. GIS data were provided by the Marion and Citrus County Property Appraisers, FDOT, FDEP, as well as other local sources involved with projects in the City. The information included in the database consisted of roads, aerial photograph, existing multiuse bike paths, canoe and kayak launch areas, parking and bathroom facilities, major activity centers, schools, parks, public buildings, and commercial areas. Other attributes that were added after the field visits were completed included sidewalk locations, sidewalk gaps, crosswalks, signalized intersections, pedestrian actuated signals, posted speed limits and proposed multiuse paths and bike lanes. General observations were also noted involving driver and pedestrian behaviors, roads that could be potentially re-stripped due to their width, and possible park and recreational improvements.



Dunnellon is located in Marion County on the Citrus County Line



PUBLIC INVOLVEMENT

Public Involvement

The development of this Bicycle, Pedestrian, and Blueways Master Plan included several components that allowed for and encouraged input from the public and key stakeholders. The intent of these components was to identify relevant issues, opportunities, and constraints in order to develop appropriate recommendations for the City.

Project Newsletter #1

Prior to the public workshop, a newsletter was prepared and distributed throughout the City. The newsletter provided an overview of the project, details on how to be involved in the project, and information about the public workshop. A copy of the newsletter is included as Appendix A.

Stakeholder Interviews

Before developing the draft bicycle facility, pedestrian facility, and blueway recommendations, the consultant team performed a series of interviews with various stakeholders in the project. These stakeholders included representatives from:

- Dunnellon City Council and City Manager
- City of Dunnellon Community Development Department
- City of Dunnellon Public Services Department
- City of Dunnellon Police Department
- Florida Department of Environmental Protection's Office of Greenways and Trails
- Marion County Growth Management Department
- Marion County Parks and Recreation Department
- Local restaurant businesses
- Local sports outfitters business
- Local bicycle sales business

These stakeholder interviews provided invaluable information from a range of people and entities with different perspectives on bicycling, walking, and paddling in the City. The information received from the stakeholders was used in the formation of draft facility and policy recommendations.

City Council Workshop

On April 11th, 2011, an project update was provided to the Dunnellon City Council. During this City Council meeting, the project scope and purpose were provided, and questions about the project were answered.

Public Workshop

During the development of this plan, a public workshop was held to provide the community an opportunity to comment on, refine, and prioritize the draft recommendations. The public workshop was held on May 16th, 2011 from 5:30 p.m. to 7:30 p.m. at Dunnellon City Hall. At the meeting, a presentation was given summarizing the steps taken up to that point with opportunity for the public to ask questions and provide feedback. Those in attendance were asked to comment on and to prioritize the draft recommendations presented at the workshop. Attendees were also provided with comment forms to use in providing additional input into the project. Input received from the public during the workshop was used to further refine the projects included in this Master Plan.

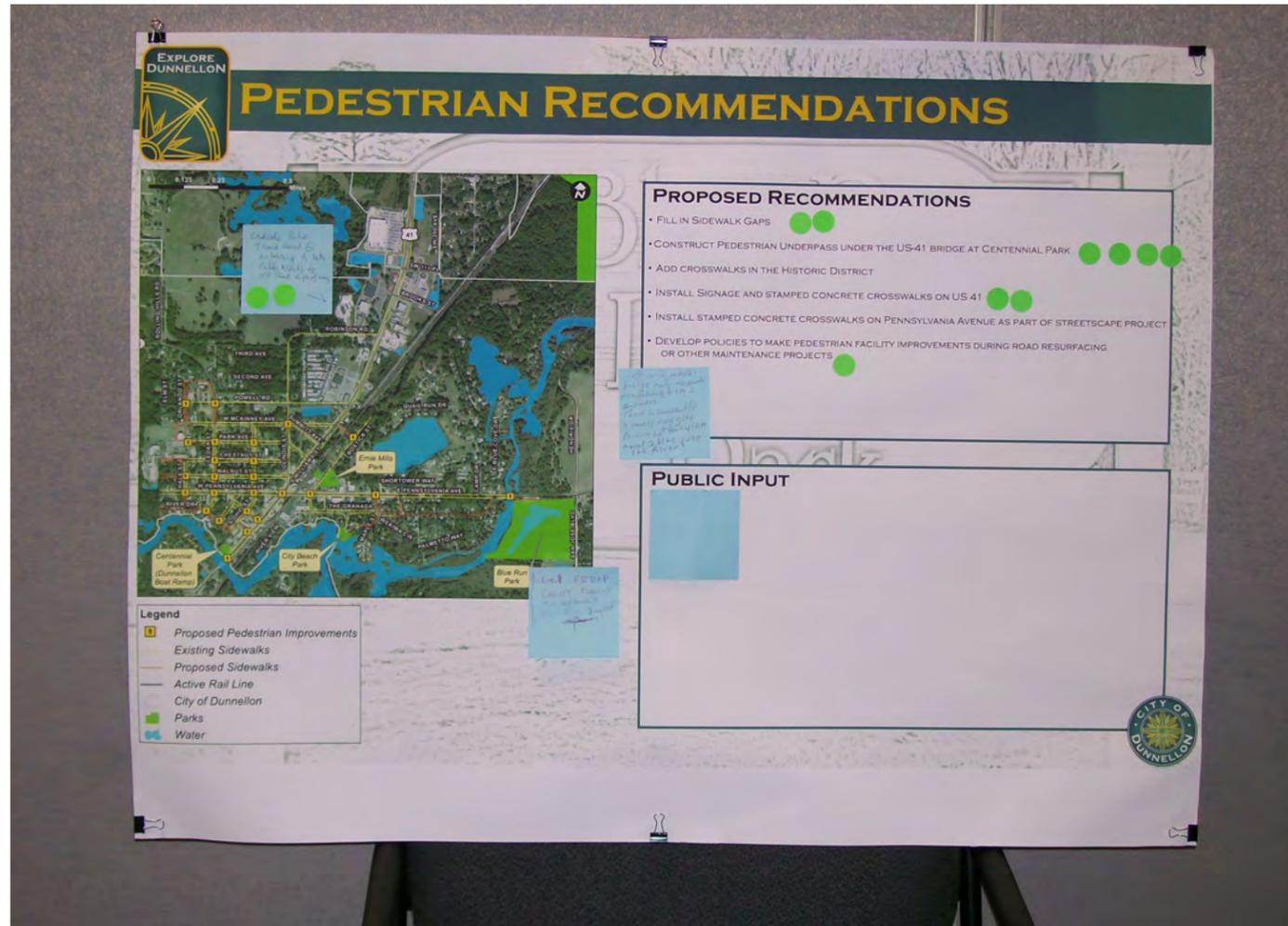
Project Newsletter #2

The second newsletter of the project was developed to serve as an executive summary of the final Master Plan, clearly and concisely identifying the project recommendations and the action items that would implement the plan.

City Council Adoption Hearing

Based on the input from the public workshop, the draft recommendations were refined and the Master Plan was finalized. The adoption of the plan is scheduled for the City Council meeting on February 8, 2012. Following the adoption of the Master Plan, the City will be in the implementation phase, and can use the final document to support grant applications and requests for funding to accomplish the recommendations included in the Master Plan.

PUBLIC INVOLVEMENT



Attendees at the public workshop provided feedback on preliminary project recommendations



Attendees at the public workshop

MASTER PLAN ELEMENTS

Master Plan Elements

Based on the data collection and analysis, input received during the stakeholder interviews, and the feedback received during the public workshop, recommendations were developed for this Bicycle, Pedestrian, and Blueway Master Plan. The following elements contain the recommendations specific to bicycling, pedestrian, and blueway facilities and policies:

- Bicycle Plan
- Pedestrian Facilities Plan
- School Connectivity Plan
- Blueways Plan
- Wayfinding and Signage Plan
- Parks Plan
- Implementation Plan



Bike tied to a light pole



Paddling down the Rainbow River

MASTER PLAN ELEMENTS



Pedestrian crossing Williams Street



Directional sign to Rainbow Springs



BICYCLE PLAN

Bicycle Plan

Bicycle Facility Recommendations

Withlacoochee Trail Extension

One of the most significant projects in the Explore Dunnellon Bicycle, Pedestrian, and Blueway Plan is a Withlacoochee Trail Extension to extend the trail north into Dunnellon. This trail extension involves multiple segments completed over several phases through coordination with multiple entities. These phases are illustrated on Figure 7.

Phase 1: Cross Florida Greenway - Dunnellon Trailhead and Trail

The first segment of the Withlacoochee Trail Extension is the construction of the Cross Florida Greenway Dunnellon Trailhead and Trail. The Florida Department of Environmental Protection's Office of Greenways and Trails currently has both completed design plans and funding for the Cross Florida Greenway segment that would extend from Citrus County Road 39 to the Dunnellon Sports Complex. These plans include a bridge over the Withlacoochee River at the Marion County-Citrus County boundary. This section of the Withlacoochee Trail Extension has received approval from the Florida Department of Transportation's Environmental Management Office, and is in the process of being advertised for bids from contractors for construction. Figure 8 shows the currently planned trail.

Phase 2: Blue Run Park Spur Trail

The initial plan for the Cross Florida Greenway Dunnellon Trail included a spur through Blue Run Park to connect to Pennsylvania Avenue. In order to complete the design in time for a deadline to receive federal funds, the spur was removed from the design.

Although removed from the initial design, the Blue Run Park spur is a vital connection from the trail to the City of Dunnellon. Providing this connection will allow bicyclists and other trail users to easily access Pennsylvania Avenue and the local businesses located along the corridor, and to travel into the City via Pennsylvania Avenue.

Blue Run Park is currently in the process of being reconstructed to include improvements to parking, restroom facilities, and stormwater management. The future spur is planned and will be a 10 foot wide paved multiuse trail through the park until it reaches the proposed restroom facilities, at which point the trail will widen to 16 feet to accommodate high numbers of different users, such as tubers, hikers, and bicyclists. The point where the river access and the trail intersect is expected to be used heavily, especially during the summer weekends.



Existing unimproved trail in Blue Run Park

Figure 7: Withlacoochee Trail Extension Phases

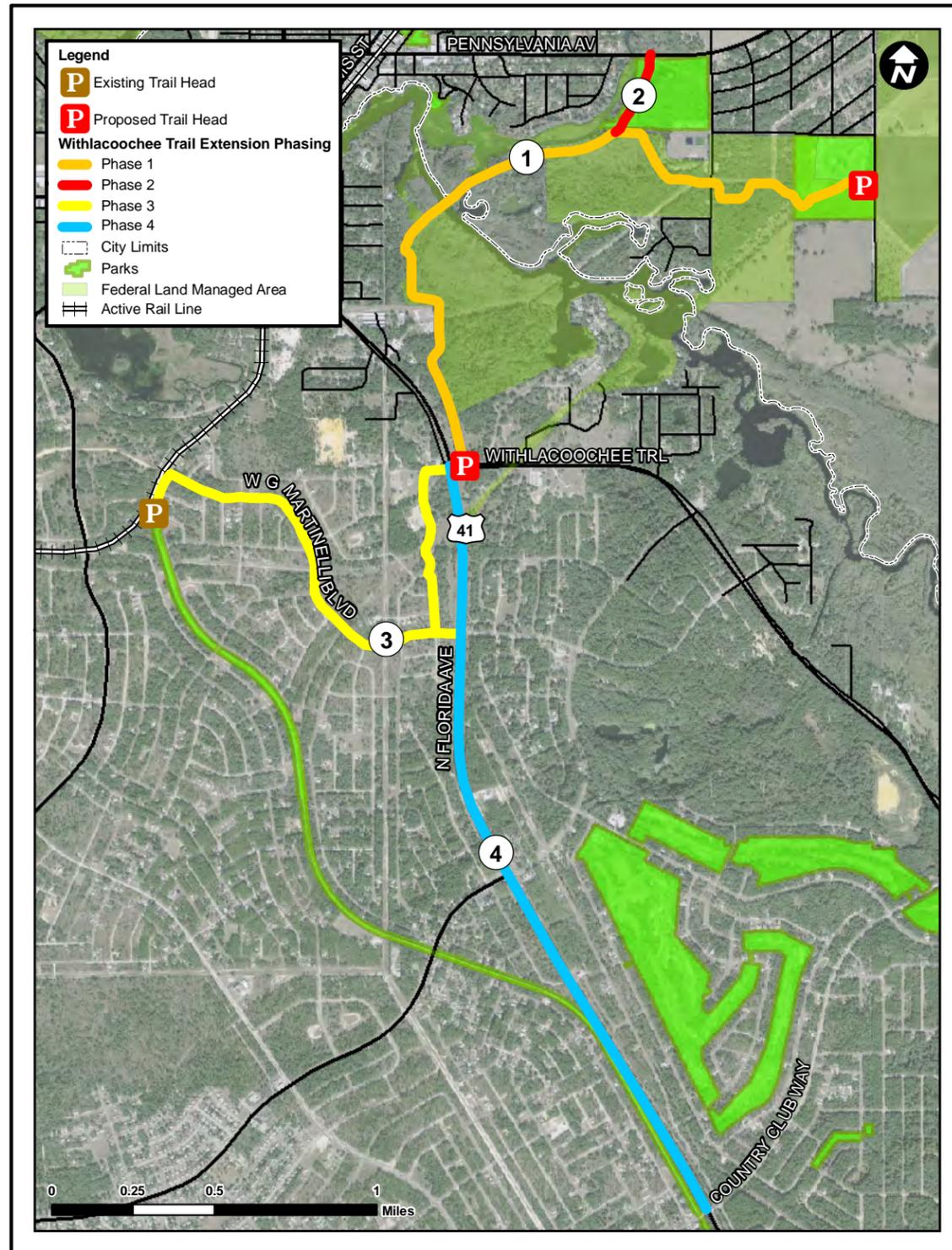
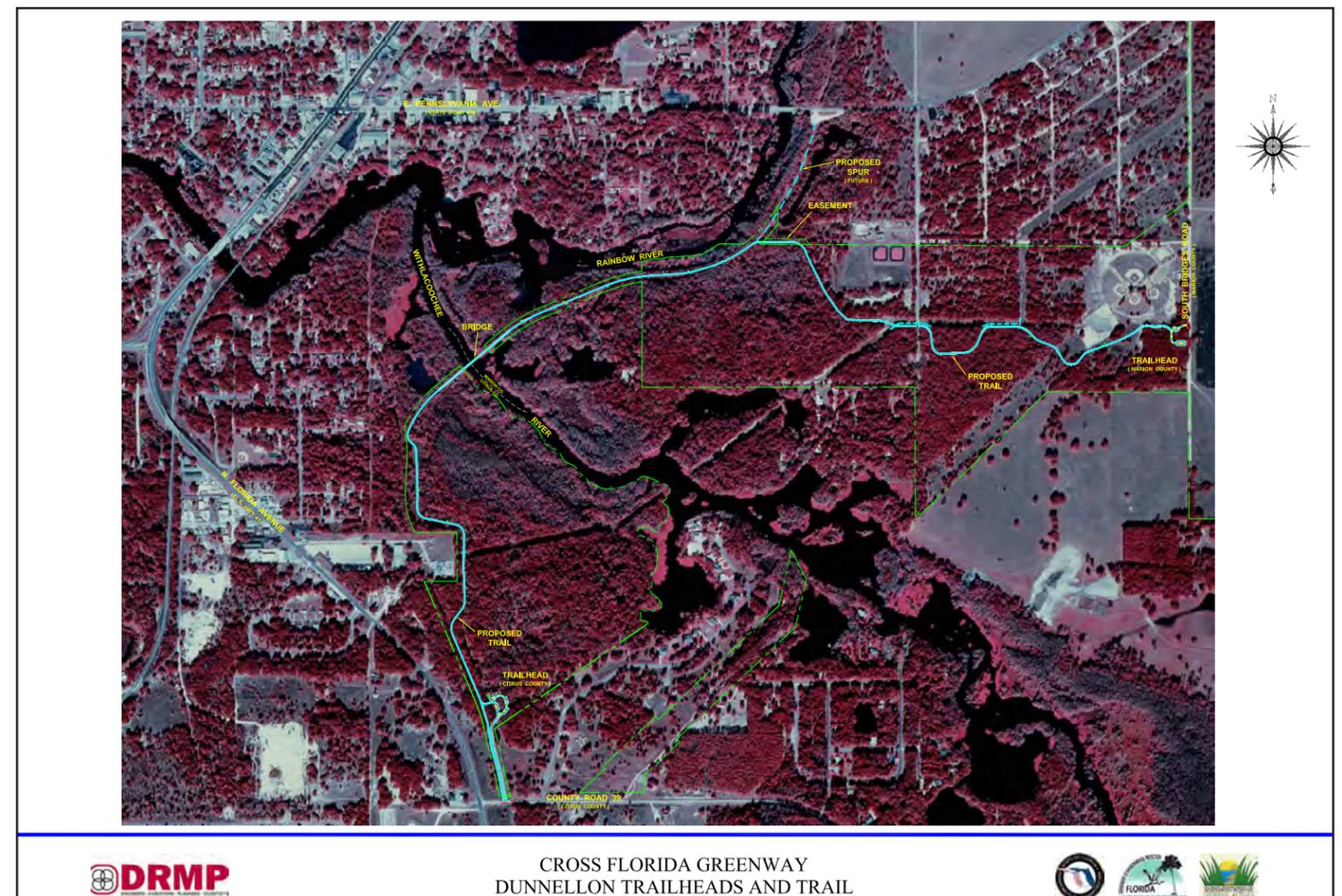


Figure 8: Planned Trailhead and Trail



BICYCLE PLAN

Phase 3: Withlacoochee Trail Connection - Short Term

To provide a connection from the Withlacoochee Trail Gulf Junction Trailhead to the Cross Florida Greenway Dunnellon Trail, a short-term connection can be made while a long-term connection can be planned, designed, and constructed. The short-term connection would be made by signing W Magenta Drive from the trailhead to W G Martinelli Boulevard, W G Martinelli Boulevard from W Magenta Drive to N Academy Drive, N Academy Drive from W G Martinelli Boulevard to Denice Point, and Denice Point from N Academy Drive to US 41. Denice Point will need to be paved for approximately 0.4 mile. The intersection of Denice Point and US 41 is located across from the intersection of CR 39 (W Withlacoochee Trail) and US 41. This intersection is the location where the Cross Florida Greenway Dunnellon Trail project begins.



Gulf Junction Trailhead

This phase will provide an important connection between the trailhead and the Cross Florida Greenway Dunnellon Trail, and ultimately, to the City of Dunnellon via the Blue Run Park Spur at a relatively low cost. Bicyclists currently travel from the Gulf Junction trailhead to the City of Dunnellon by going through privately owned property. Signing this route as a bicycle route and posting the hours of operation as sunrise to sunset, consistent with the Withlacoochee State Trail, this route can provide a connection from the trailhead to the Cross Florida Greenway Dunnellon Trail. The City of Dunnellon should coordinate with the FDEP Office of Greenways and Trails for funding the signage. Because the roads are located in Citrus County, additional coordination with Citrus County will be necessary.

Phase 4: Withlacoochee Trail Connection - Long Term

The planned Dunnellon Trail portion of the Cross Florida Greenway is incongruous with the existing Withlacoochee State Trail. However, if the Cross Florida Greenway Dunnellon Trail is extended south along US 41, additional opportunities to connect to the existing Withlacoochee State Trail would be available. Extending the Cross Florida Greenway Dunnellon Trail south to North Country Club Way could allow for travelers on the Withlacoochee Trail to cross US 41 and travel north into Dunnellon.

Withlacoochee Trail Extension Implementation

The City of Dunnellon should continue to coordinate with the Florida Department of Environmental Protection's Office of Greenways and Trails on the development of the Cross Florida Greenway - Dunnellon Trailhead and Trail. The City of Dunnellon should also coordinate closely with Marion County on the construction of the Blue Run Park Spur Trail, because the park property is owned by the County.

The short term Withlacoochee Trail Connection from the Gulf Junction Trailhead to the future Cross Florida Greenway Dunnellon Trail will require coordination with Citrus County, because the roads that will need to be signed are within the jurisdiction of Citrus County. The long-term connection from the Gulf Junction Trailhead to the future Cross Florida Greenway Dunnellon Trail will require coordination with the Florida



Gulf Junction Trailhead

BICYCLE PLAN



Department of Environmental Protection's Office of Greenways and Trails. Both short term and long term connections will require coordination with the Florida Department of Transportation to address the crossing of US-41.



Short Term Connection on W Magenta Drive



Short Term Connection on W G Martinelli Boulevard

BICYCLE PLAN

East Pennsylvania Avenue Streetscape

Pennsylvania Avenue (County Road 484) is a vital link connecting US-41 and the Dunnellon Historic District to Blue Run Park, and the proposed Blue Run Park Trail spur to the Withlacoochee State Trail. Pennsylvania Avenue is also one of the primary commercial corridors in the City. To better connect bicyclists and pedestrians from the proposed Blue Run Park Spur Trail to downtown Dunnellon, a streetscape project for Pennsylvania Avenue could be implemented to include a multiuse trail along the corridor.

Figures 9A-9D show the conceptual Pennsylvania Avenue Streetscape with multiuse trail and landscape medians to provide traffic calming and to beautify the City entrance. The conceptual streetscape includes a multiuse trail along the southern side of the corridor, and is designed to manage access with minimal impact to businesses located on the corridor. The trunk line on the northern side of the corridor remains with modifications to lateral lines and inlets on the southern side of the corridor. The existing curb on the northern side remains. "D" curb is used adjacent to bulb-outs. The existing sidewalk on the northern side remains with a two-foot grass verge. The conceptual streetscape shows the proposed curb, multiuse trail, and landscape verge on the southern side.

Figure 10 shows the two typical sections that are used in the conceptual streetscape. A boardwalk or pedestrian connection will be necessary on the eastern side of the bridge where the shoulder narrows between the bridge and newly constructed boardwalk at Blue Run Park.



A boardwalk or pedestrian connection will be needed on the eastern side of the bridge to connect to Blue Run Park

The implementation of the streetscape can be divided into two phases. The first phase of the project would include survey, engineering design, and permitting. The second phase would include bidding, construction, and construction phase services. This project will require coordination with Marion County, because Pennsylvania Avenue is a County-maintained roadway (CR-484).



view looking east
EXISTING CONDITION



Existing Pennsylvania Avenue typical section

BICYCLE PLAN



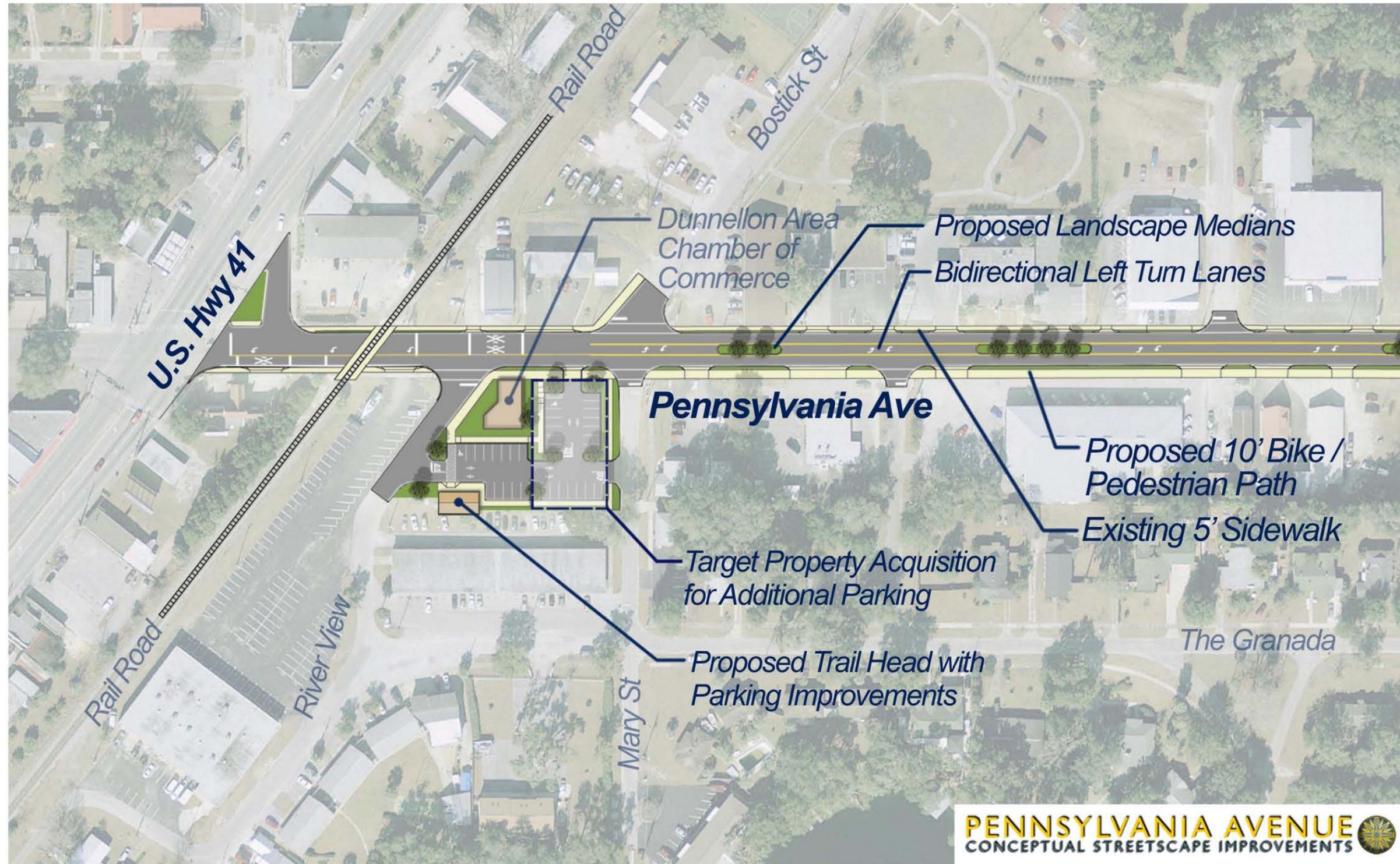
Figure 9A: Pennsylvania Avenue Streetscape Plan View



PENNSYLVANIA AVENUE
CONCEPTUAL STREETScape IMPROVEMENTS 

BICYCLE PLAN

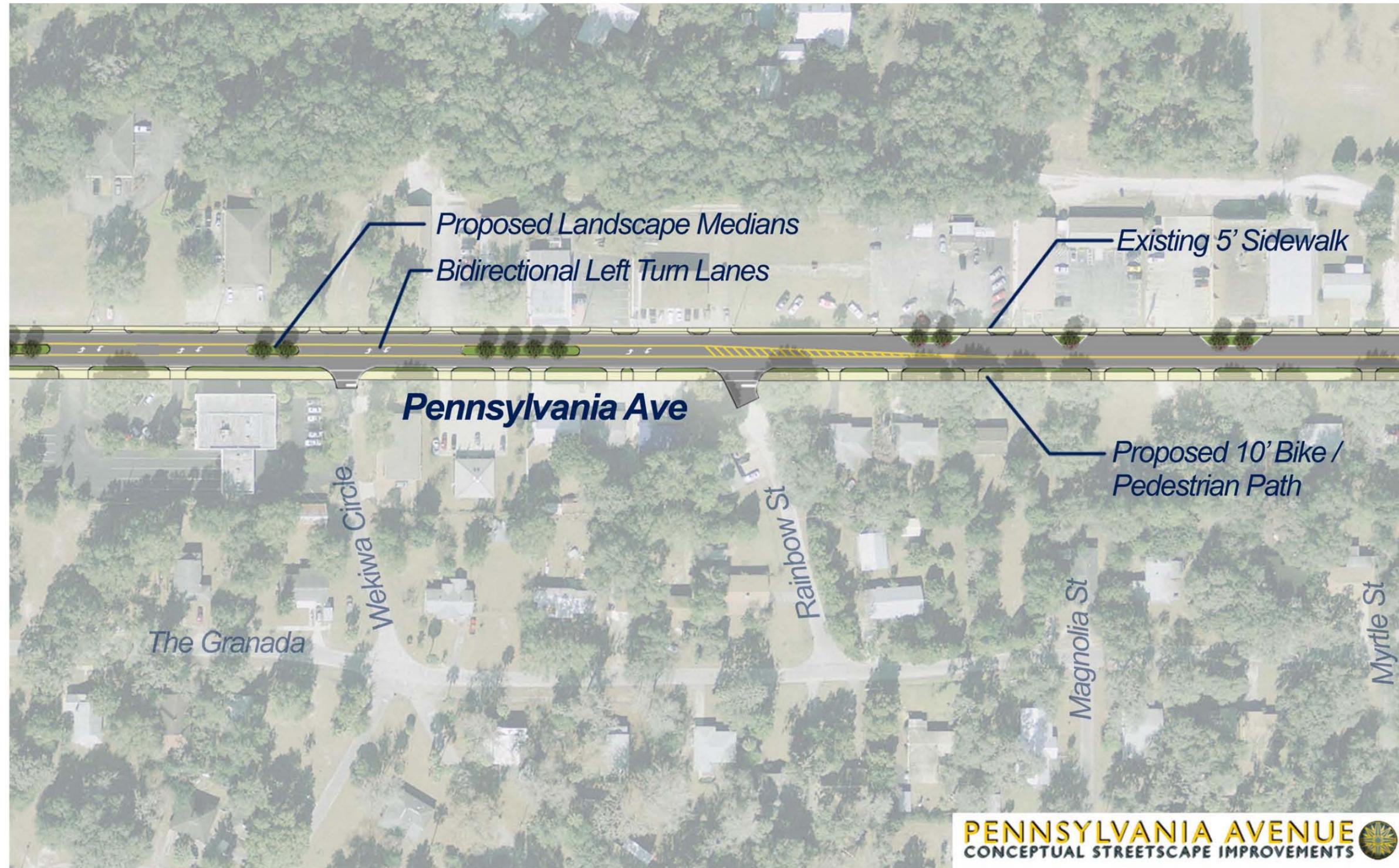
Figure 9B: Pennsylvania Avenue Streetscape Plan View - West



BICYCLE PLAN



Figure 9C: Pennsylvania Avenue Streetscape Plan View - Center



BICYCLE PLAN

Figure 9D: Pennsylvania Avenue Streetscape Plan View - East

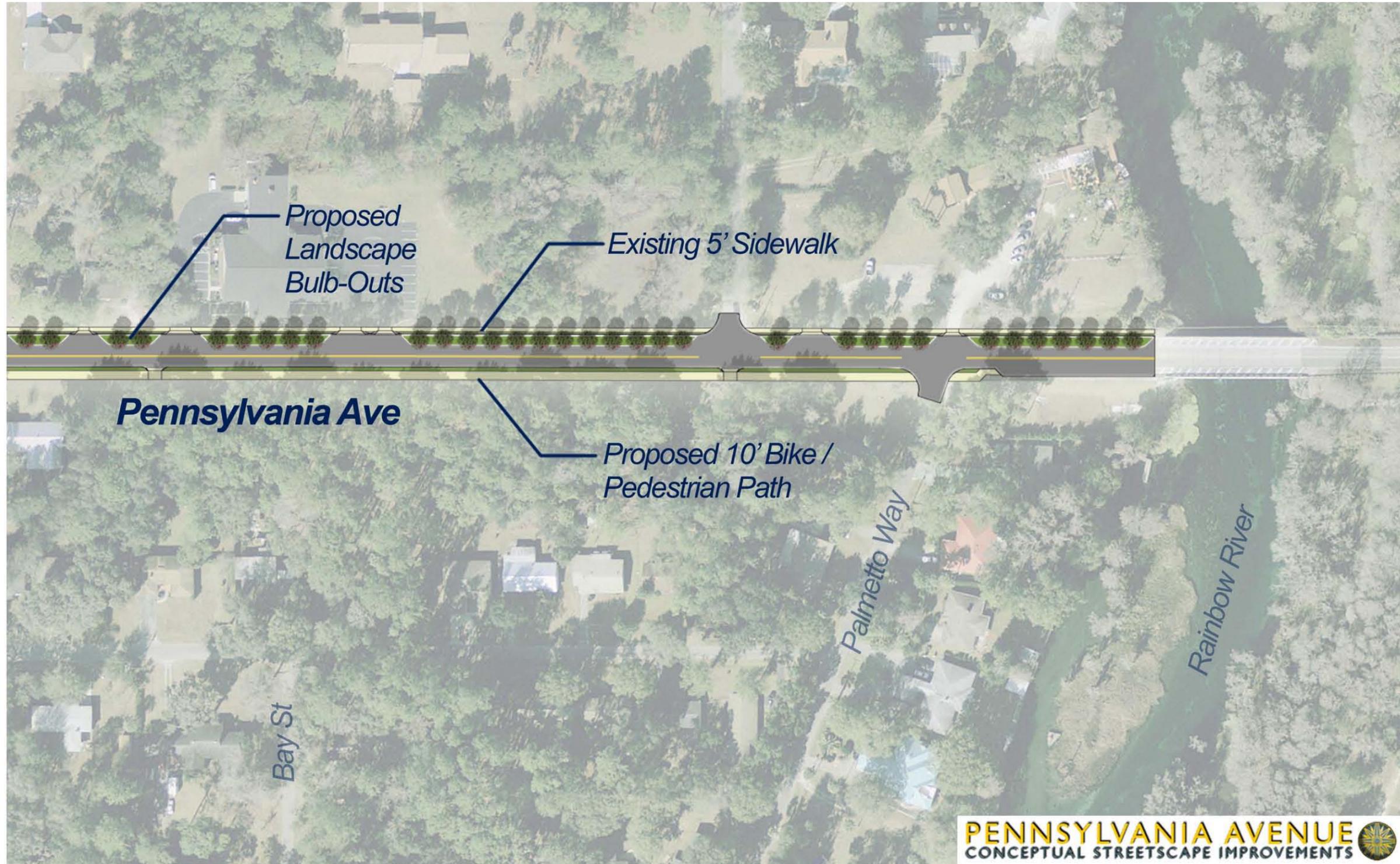
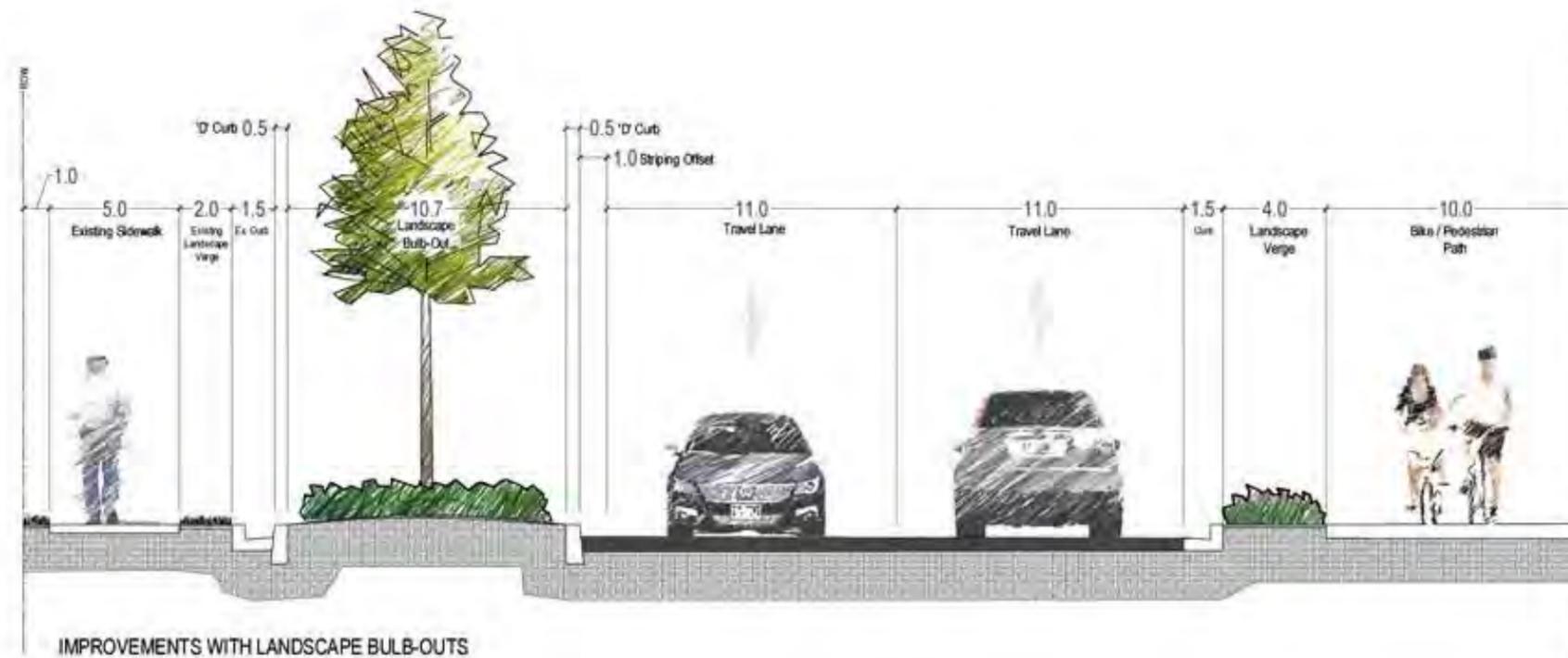
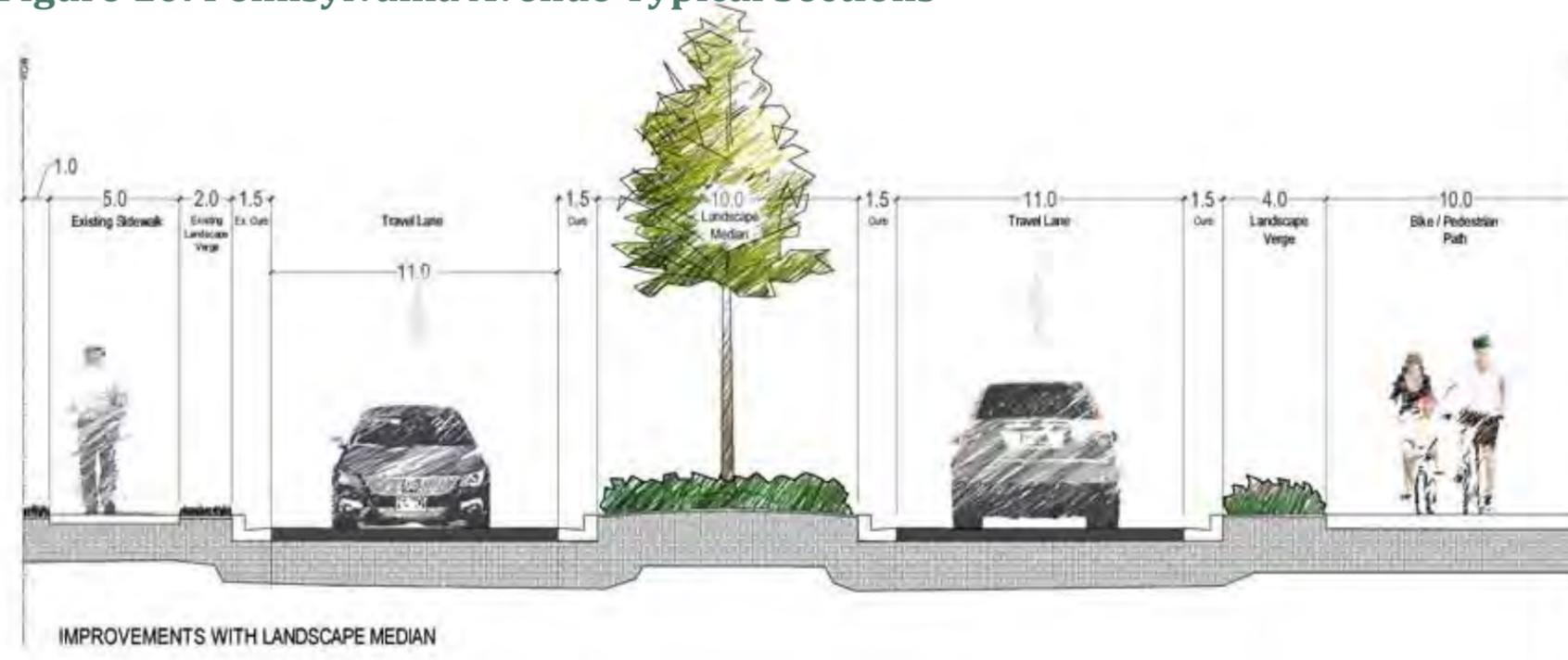


Figure 10: Pennsylvania Avenue Typical Sections



BICYCLE PLAN

US 41 Bicycle Lanes

US 41 south of Dunnellon currently contains paved shoulders wide enough to accommodate bicyclists, but the paved shoulders end at North Water Way near the bridge over the Withlacoochee River. Within the Dunnellon city limits, all paved shoulders that are wide enough to safely accommodate bicyclists (paved shoulders at least four feet wide) should be restriped as designated bicycle lanes. The City of Dunnellon should coordinate with FDOT to restripe paved shoulders as bicycle lanes and to ensure that paved shoulders wide enough to designate as bicycle lanes are included in the design plans prior to any future resurfacing of US 41 within the City. The graphic to the right shows the words, symbols, and arrow pavement markings for bicycle lanes as illustrated in the 2009 edition of the *Manual on Uniform Traffic Control Devices (MUTCD)*.

US 41 Streetscape Project

From the Withlacoochee River Bridge to the northern city limits, a streetscape could be developed to use landscaped medians to provide traffic calming and to beautify the entrance to the City. This streetscape should include designated bicycle lanes and could be completed in two separate segments, the Withlacoochee River Bridge to CR 40 and CR 40 to the northern city limits. Each segment of this project would consist of two phases. The first phase would be survey, design, and permitting. The second phase would be bidding, construction, and construction phase services.

Goethe State Forest/Chiefland Connector Trail

An 18-foot easement has been granted to Florida Department of Environmental Protection's Office of Greenways and Trails by Florida Power along the abandoned rail corridor from US 41 in Dunnellon to the city of Chiefland. The Florida Department of Environmental Protection's Office of Greenways and Trails has identified this easement as the location for a future multiuse trail.

Coordinating with the Office of Greenways and Trails (OGT) regarding the design and construction schedule of a Chiefland Connector Trail, the City of Dunnellon should consider potential US 41 crossings and the feasibility of extending the proposed trail from US 41 to the property the City will be leasing for the development of a park. This connection could connect to the Withlacoochee Trail extension, creating a continuous trail from Trilby to Chiefland, with Dunnellon serving as a key point along the trail. Figure 11 shows the easement along the rail corridor from Dunnellon to Chiefland.

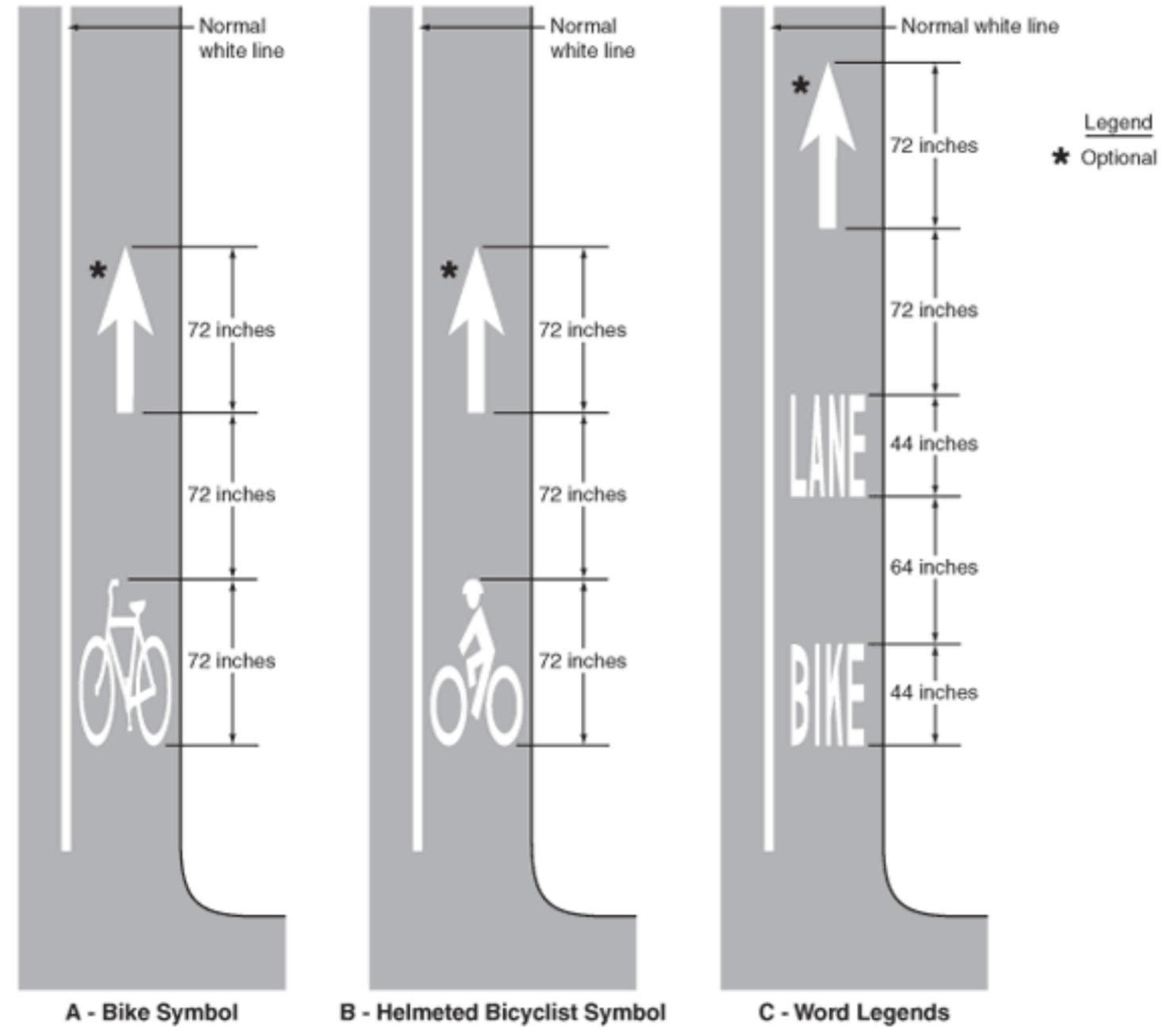
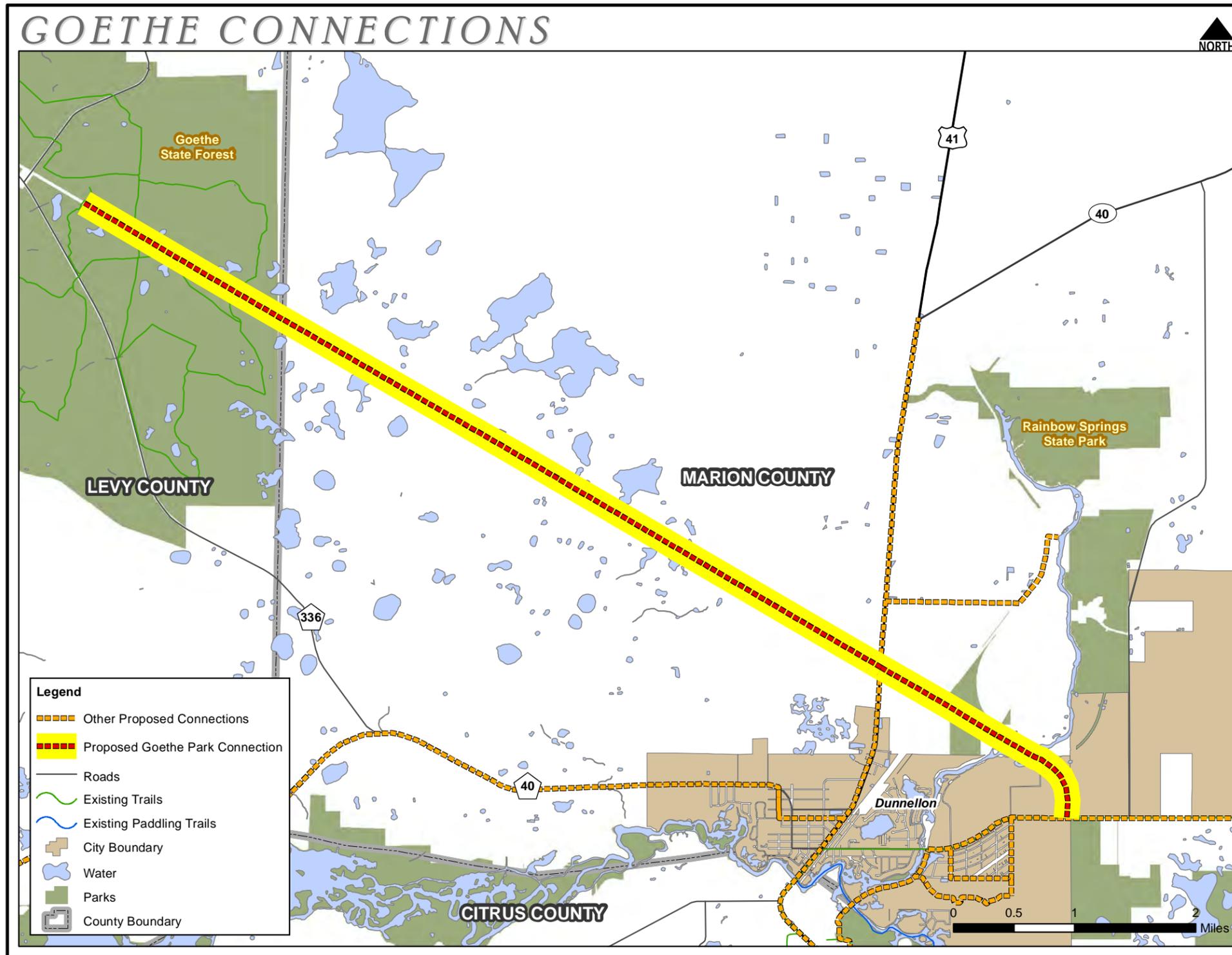




Figure 11: Goethe State Forest - Chiefland Connector Trail



BICYCLE PLAN

Bicycle Policy Recommendations

Bicycle Parking Ordinance

The City of Dunnellon should update its existing Land Development Regulations to require developments to provide bicycle parking facilities as part of Article V – Off-street parking and loading, Appendix A – Zoning of the site development plan regulations.

The land development code ordinance should specify that bicycle racks or other acceptable bicycle parking device shall:

- A) Be designed to allow each bicycle to be supported by its frame
- B) Be designed to allow the frame and wheels of each bicycle to be secured against theft
- C) Be anchored to resist removal and solidly constructed to resist damage by rust, corrosion, and vandalism
- D) Be located to prevent damage to bicycle by cars
- E) Be located in convenient, highly-visible, active, well-lighted areas
- F) Be located so as not to interfere with pedestrian movement
- G) Be located as near the principal entrance of the building as practical
- H) Be located to provide safe access from the bicycle parking to the right of way or bicycle lane

Decorative bike racks can be considered, but should be designed in a manner that provides for both functionality and the security of bicycles that use the rack. Additional bicycle parking guidelines can be found in the Association of Pedestrian and Bicycle Professionals (APBP) publication Bicycle



Post and loop bicycle racks

Parking Guidelines:

http://www.apbp.org/resource/resmgr/publications/bicycle_parking_guidelines.pdf

Bicycle Parking Retrofit Program

For existing development, it is recommended that a bicycle parking rack retrofit program be established in the Community Redevelopment Area of Dunnellon. Information can be provided on the City website about how bicycle parking can be added through a grant program that can be funded through the CRA budget with a match from local businesses.

Bicycle Advisory Committee

The City should consider establishing a bicycle advisory committee (BAC) to build public support for bicycling improvements. The establishment of this committee creates a systematic method for ongoing citizen input into the development of bicycle-related policies, plans, and projects. The committee membership should be comprised completely or predominantly of volunteer citizens with involvement from law enforcement representatives. The committee should be involved with developing relevant policy and planning documents, setting priorities, reviewing annual pedestrian program work plans, and reviewing major public and private projects. The committee can meet monthly, bi-monthly, quarterly, or annually.



Decorative bicycle rack

BICYCLE PLAN



Bicycle Program Manager

The City of Dunnellon should consider designating a Bicycle Program Manager. This role can be part of the regular duties of an existing position in the City. The Bicycle Program Manager would be responsible for implementing the recommendations in this plan, coordinating with other entities to provide training courses (such as Traffic Skills 101, Cycling Skills, Commuting, and other League of American Bicyclist courses), and promoting bicycling events (such as National Bike Month and Bike to Work Day).

Bicycle Education

The City of Dunnellon should look for opportunities to promote bicycle education through a variety of means, including:

- Bicycle education in schools through Safe Routes to Schools
- Public service announcements
- Community newsletters
- Utility bill inserts
- New resident packets
- Newspaper articles
- Blogs and social media
- Bicycling page on the City's website
- Drivers education courses

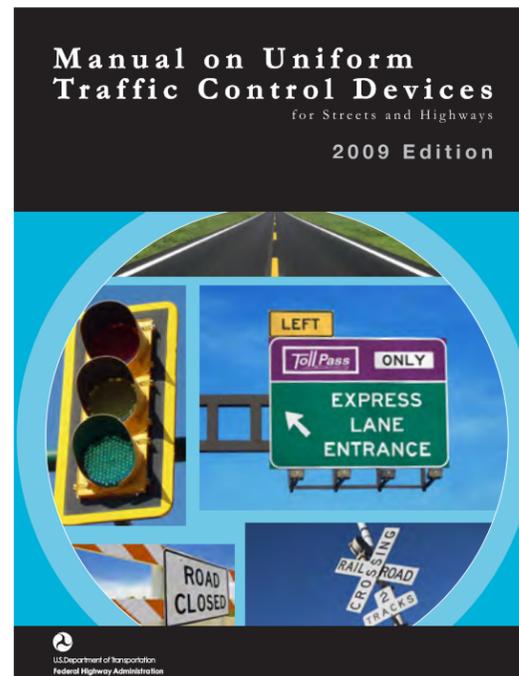
City Employee Training

City engineers and planners should be trained in *American Association of State Highway and Transportation Officials* (AASHTO) and *Manual on Uniform Traffic Control Devices* (MUTCD) standards.

Maintenance Policies

The City of Dunnellon should consider adopting maintenance policies that address:

- Regular street sweeping that clears bicycle lanes and paved shoulders
- Post-storm street sweeping to remove debris
- Pothole and surface repair with a specific timeframe following a complaint (i.e. 24 hours, one week, or one month following a complaint)
- Sweeping of multiuse trails
- Vegetation maintenance on multiuse trails



Adopt a Context Sensitive Complete Streets Policy

The City should adopt a complete streets policy that is sensitive to the streets' context. The policy should include provisions for bicycle and pedestrian facilities on streets, and should establish a hierarchy for the types of facilities provided. The hierarchy should include:

- Provision of a 12-foot or wider multiuse trail where right of way is available
- Provision of an eight to 10-foot multiuse trail where a 12-foot multiuse trail is not feasible
- Five foot bicycle lanes where a multiuse trail is not feasible
- Four foot bicycle lanes where a five foot bicycle lanes is not feasible
- Shared lane markings (sharrow) on roads with speed limits below 35 miles per hour where bicycle lanes are not feasible
- Speed limits of 20 miles per hours or less on residential streets

Bicycle Suitability Map

The City should make available bicycle suitability maps in both printed and electronic format. The maps could be available on the City's website for download.

Figures 12A and 12B show the City's Bicycle Suitability Map. This map serves two main purposes:

- The map identifies the suitability of roadways for bicycling based on speed limits and traffic volumes.
- The back of the map provides bicycle resources and safety information

Bicycle Friendly Community Designation

As the projects identified in this plan are implemented, the City of Dunnellon should consider applying for designation as a Bicycle Friendly Community (BFC).

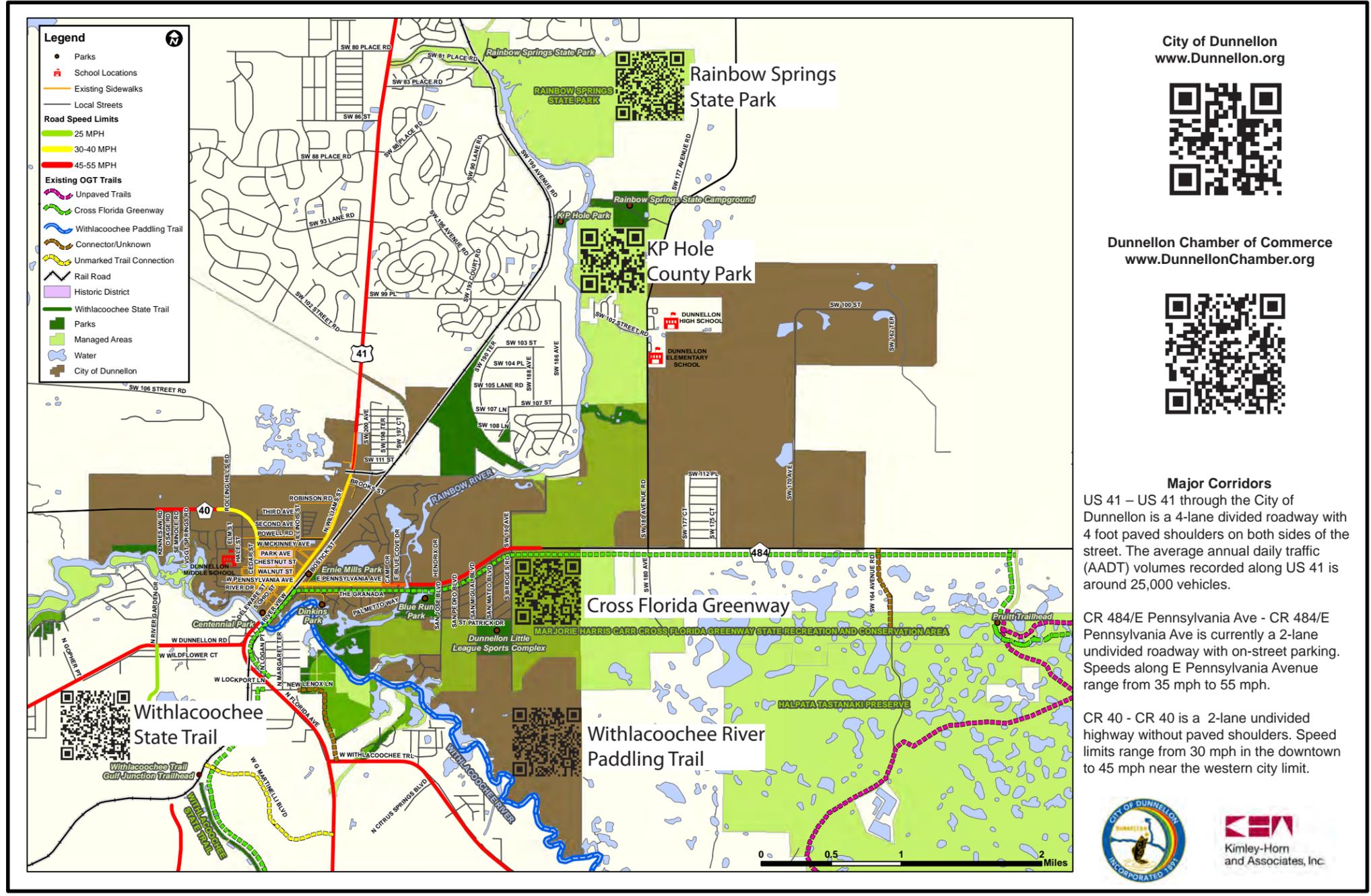




BICYCLE PLAN

Figure 12A: Bicycle Suitability Map (Front)

THE CITY OF DUNNELLON BICYCLE SUITABILITY MAP



City of Dunnellon
www.Dunnellon.org



Dunnellon Chamber of Commerce
www.DunnellonChamber.org





BICYCLE PLAN

Figure 12B: Bicycle Suitability Map (Back)

SET THE PACE FOR CYCLING



BE PREDICTABLE

Ride so drivers can see you and predict your movements

- Obey traffic signs and signals
- Never ride against traffic
- Use hand signals
- Ride in a straight line
- Follow lane markings
- Choose the best way to turn left
- Don't pass on the right
- Don't weave between cars

BE ALERT

Ride defensively and expect the unexpected

- Watch for cars pulling out
- Scan the road for hazards
- Avoid road hazards
- Keep both hands ready to brake
- Watch for chasing dogs

BE COURTEOUS

Be Courteous and respectful to other road users to avoid friction

- Make clear signals
- Establish eye contact with drivers and pedestrians when appropriate
- Ride slowly on sidewalks and yield to pedestrians

BE EQUIPPED

Both you and your bike need to be in good condition for safe and comfortable cycling

- Get in shape
- Ride a well-equipped bike
- Dress appropriately
- Lock your bike
- Keep your bike in good repair

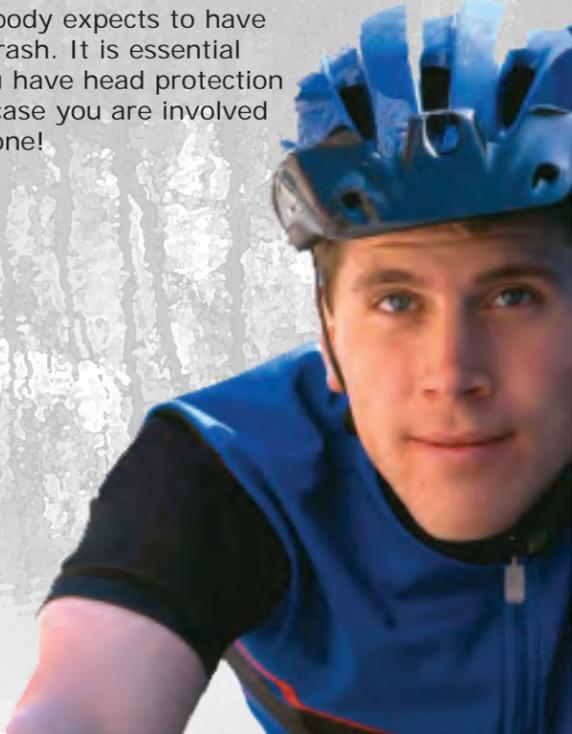
WEAR A HELMET!

If you do not already a helmet, get one. Wear it everytime you ride. The helmets today are light, look good, and can save your life.

A helmet is a bargain in injury prevention, and wearing one whenever you ride protects your brain. That's important if your head hits a hard surface like the road, the curb, or a car. A study that appeared in the New England Journal of Medicine reported that helmet usage reduces the risk of head injury by 85% and brain injury by 88%. Riders under the age of 16 are required by law to wear a helmet, but all riders are urged to do so.

Wear a helmet that fits snugly but is not tight. Make sure that it has the CPSC sticker that shows it complies with standards established by the U.S. Consumer Product Safety Commission. Your bicycle shop carries helmets in many colors and styles for both adults and children, and their assistance can be invaluable in the selection of the proper helmet.

Nobody expects to have a crash. It is essential you have head protection in case you are involved in one!



THE CITY OF DUNNELLO
BICYCLE SUITABILITY MAP



Contacts

To report emergencies.....**911**

To report non-emergencies

Marion County Sheriff.....(352) 402-0650
 Florida Highway Patrol.....*FHP (*347)
 City of Dunnellon Police.....(352) 465-8510

For additional information

Ocala/Marion County TPO
 Bike-Ped Coordinator.....(352) 629-8297
 FDOT District 5 Bike-Ped
 Coordinator.....(386) 943-5335
 BikeFlorida.....(352) 224-8601





PEDESTRIAN PLAN

Pedestrian Plan

Introduction

As communities have expanded and developed through the years, pedestrian facilities have been and continue to be compromised to accommodate for better vehicle mobility and connectivity. In the wake of this type of development pattern, most of the proposed pedestrian improvements involve retrofitting existing facilities and filling in gaps in the pedestrian network on a street-by-street basis.

According to the Federal Transit Administration, TCRP Report 16, most walking trips are less than 1/2 mile, with the percentage of trips made by walking decreasing as the trip length increases. The City of Dunnellon is only five miles east to west, and four miles north to south, and covers only 5,266 square acres. Because of Dunnellon's compact size, pedestrian trips to key destinations and locations are generally feasible. Figure 14 shows the suggested pedestrian facility improvements.

Pedestrian Facility Recommendations

Pensylvania Avenue West

The City should enhance West Pennsylvania Avenue from west of the US 41 intersection to Hale Street with a streetscape that include landscaped medians that provide beautification and traffic calming, consistent with the proposed streetscape for East Pennsylvania Avenue. The West Pennsylvania Avenue streetscape will provide a linkage between downtown Dunnellon and the bicycle trail system at the Blue Cove Park trailhead and will serve as a key project for this significant corridor in the City.



Pensylvania Avenue West

CR 40/US 41 Intersection

The City should construct safe and aesthetically pleasing pedestrian crosswalks and additional landscape improvements at the County Road 40 (Pennsylvania Avenue) - US 41 intersection, west of the railroad tracks. Crosswalks should utilize brick pavers, stamped concrete, or patterned thermoplastic to enhance visibility. Enhanced crosswalks, enhanced crossing signalization, and improved landscaping should be used to provide traffic calming and to beautify this major intersection in the City. This project should be divided into two phases. Phase I of the project will include survey, design, and permitting. Phase II of the project will include bidding, construction, and construction phase services.



CR 40/ US 41 Intersection

Sidewalks Gaps

The following corridors are recommendations for sidewalk connections between residential neighborhoods, commercial establishments, schools, and recreational facilities in the City of Dunnellon.

Hale Street

Hale Street runs adjacent to Dunnellon Middle school. The addition of 300 feet of sidewalk along the west side of Hale Street between McKinney Avenue and Park Avenue would provide connectivity for students from adjacent neighborhoods, as well as enhance the connection from the athletic fields to the school's entrance. Additionally, adding 250 feet of sidewalk along both sides of Hale Street south of Pennsylvania Avenue to River Drive creates a continuous connection for residents living along River Drive to access both the Dunnellon Middle School and the commercial establishments located along W Pennsylvania Avenue.

PEDESTRIAN PLAN



River Drive

Adding 1,500 feet of sidewalk along both sides of River Drive will complete the network of sidewalks already in place providing access to the school, commercial establishments, and the Historic District. This connection would also allow pedestrian access to the Centennial Park located along Williams Street. An additional 250 feet of sidewalk along the northeast side of River Road between Williams Street and Ohio Street would enhance the connectivity for pedestrians traveling on the north side of River Road.

McKinney Avenue

Adding 150 feet of sidewalk on the north side of West McKinney Avenue between Orlando Street and 9 Island Cove Boulevard provides enhanced connectivity to Dunnellon Middle School and athletic fields. The extension of the existing sidewalk on the south side of McKinney Avenue from Hale Street 100 feet to the east completes the connection between the Historic District and Dunnellon Middle School.

On East McKinney Avenue, adding 300 feet of sidewalk along both sides of the railroad tracks between South Williams Street and Bostick Street will provide an alternative connection between the east and west sides of South Williams Street and connect the businesses, school, and Ernie Mills Park.

Wekiwa Circle

Adding 300 feet of sidewalk along both sides of Wekiwa Circle from East Pennsylvania Avenue to The Granada provides connectivity between commercial establishments along Pennsylvania Avenue for residents in the adjacent neighborhoods, in addition to improved connection to the Dinkins Park.

The Granada

The addition of 400 feet of sidewalk along the north side of The Granada completes the connection between Wekiwa Circle and Rainbow Street for residents of this neighborhood. Installing 2,000 feet of sidewalk along the south side of The Granada from just west of Rainbow Street to Palmetto Way connects pedestrians to both Blue Run Park and Dinkins Park.

Rainbow Street

The addition of 350 feet of sidewalk along the west side of Rainbow Street from Pennsylvania Avenue to The Granada will provide an additional connection between commercial and residential establishments, including an alternative route to access both Blue Run Park and Dinkins Park.

Palmetto Way

The addition of 300 feet of sidewalk along the west side of Palmetto Way from Pennsylvania Avenue to The Granada will provide access to the residential neighborhood along The Granada to Blue Run Park.



Existing sidewalk in Downtown Dunnellon

Maple Street

An additional 300 feet of sidewalk along the east side of Maple Street would provide an alternative access path to Palmetto Lane, connecting to Dinkins Park and to The Granada.

Palmetto Lane

Adding 600 feet of sidewalk along Palmetto Lane from Dinkins Park to Maple Street provides an alternative access for both residents and visitors to walk to and from the park.

Cedar Street

The addition of 300 feet of sidewalk along both sides of Cedar Street from McKinney Avenue north to Powell Road would provide connections between the existing sidewalk network in the historic district and the adjacent residential neighborhoods.

Extending north of Powell Road to Second Avenue with 400 feet of sidewalk on the west side of Cedar Street would provide extended access between the adjacent neighborhood to both the historic district and to Dunnellon Middle School.

Second Avenue

Adding 400 feet of sidewalk on the south side of Second Street between Orlando Street and Cedar Street connects access points to both the historic district and Dunnellon Middle School for the residential neighborhood.



PEDESTRIAN PLAN

Elm Street/Orlando Street

The addition of 700 feet of sidewalk along both sides of Elm Street/Orlando Street between Second Street and McKinney Avenue will provide uninterrupted connection between the residential areas north of McKinney Avenue and Dunnellon Middle School as well as to the historic district.

Park Avenue

The extension of the existing sidewalk on the south side of Park Avenue 150 feet to the east of Hale Street completes the connection between the historic district and Dunnellon Middle School.

Chestnut Street and Walnut Street

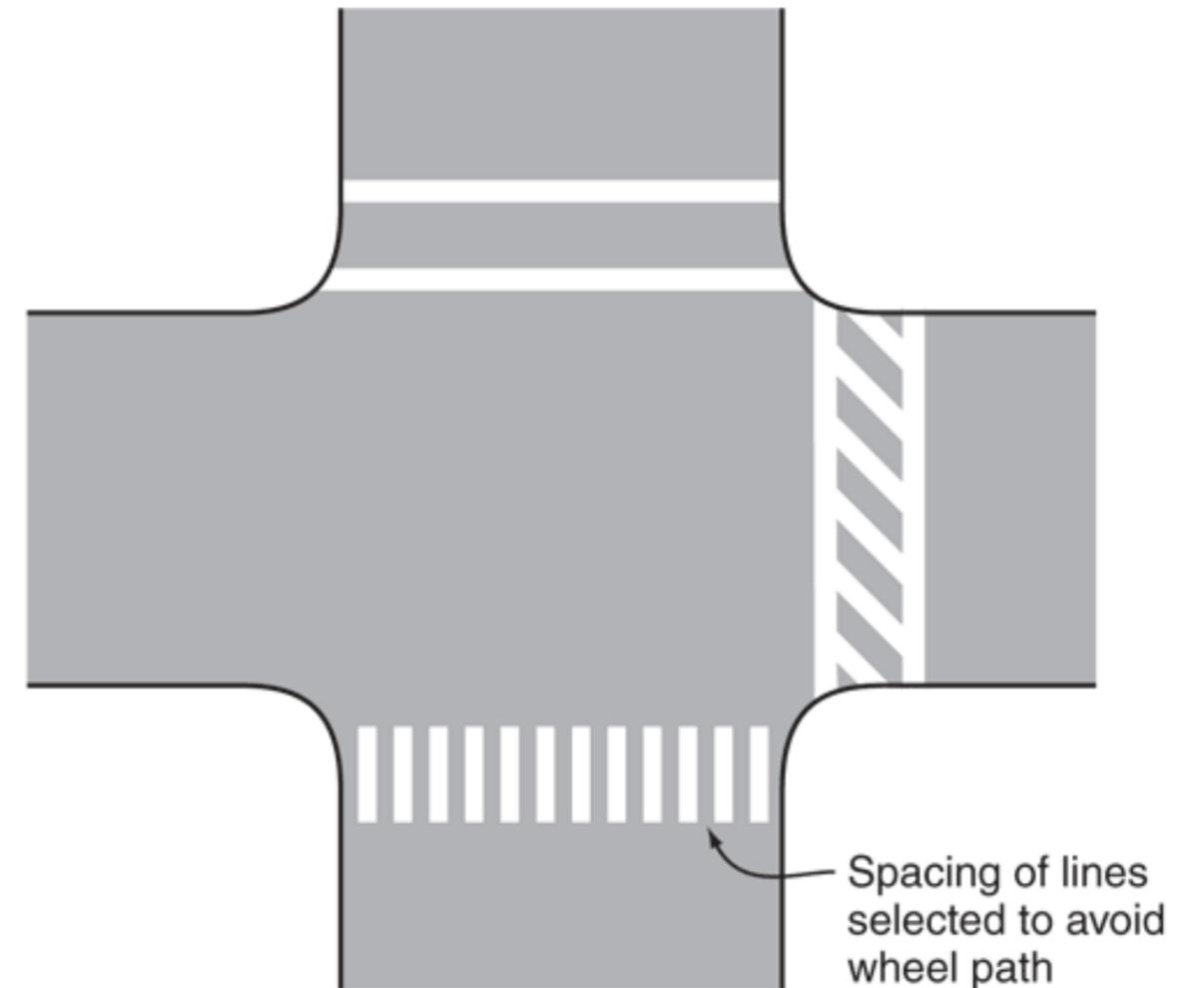
The addition of 500 feet of sidewalk along both sides of Chestnut Street and Walnut Street, between Dunnellon Middle School and Hale Street provides enhanced access for students walking to and from school, as well as connection for residents to the existing sidewalk network within the historic district.

Crosswalks Recommendations

Pavement markings are not required to designate a crosswalk at intersections, however, pavement marking can help pedestrians feel safer crossing the road, encourage pedestrians to cross within the markings, and provide some additional visibility to pedestrians at intersections. The graphic to the right shows examples of standard (two parallel white lines), diagonal (or zebra), and longitudinal (or ladder) crosswalks as shown in the *Manual on Uniform Traffic Control Devices* (MUTCD).



Pennsylvania Avenue at Ned Love Avenue



Marked Crosswalks

To promote a more pedestrian-friendly feel along certain corridors in the City, to provide better pedestrian connectivity to the historic district, the commercial development along Pennsylvania Avenue, and to support safer crossings to Dunnellon Middle School, marked crosswalks should be considered for the following intersections:

- Park Avenue and Cedar Street
- Park Avenue and Hale Street
- Chestnut Street and Cedar Street
- Chestnut Street and Hale Street
- Walnut Street and Cedar Street
- Walnut Street and Hale Street
- Pennsylvania Avenue and Hale Street
- Pennsylvania Avenue and Cedar Street (CR 40)
- Pennsylvania Avenue and Ned Love Avenue
- Pennsylvania Avenue and Bostick Street
- Pennsylvania Avenue and Wekiwa Circle
- Pennsylvania Avenue at bridge

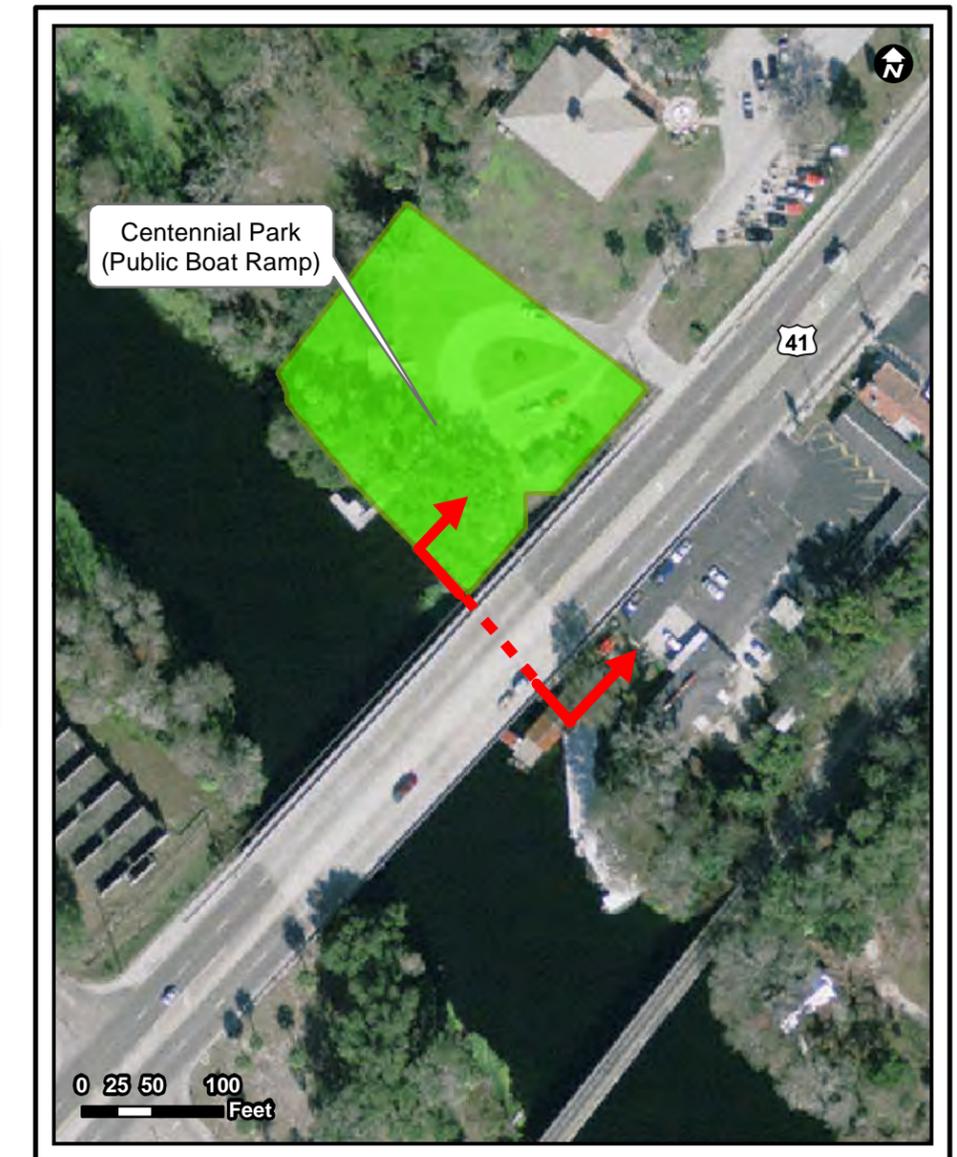
US 41 Pedestrian Underpass

A pedestrian underpass is proposed to run under the US 41/South Williams Street Bridge to provide an alternative connection for bicyclists and pedestrians between the east and west sides of South Williams Street (see Figure 13), also known as US 41. Currently there is no marked or designated pedestrian access across the major roadway from the Centennial Park and the City boat ramp adjacent to City Hall. Pedestrians wanting to travel between the commercial establishments on the eastern side of US 41/S Williams Street and Centennial Park on the west side are encouraged to use the crosswalks at the intersection of Pennsylvania Avenue and US 41/S Williams Street, a quarter of a mile north of the bridge. With the addition of a pedestrian underpass, residents and visitors would have uninterrupted access from vehicles to and from both sides of US 41/S Williams.



Withlacoochee River Bridge

Figure 13: Proposed US 41 Underpass





PEDESTRIAN PLAN

Pedestrian Policy Recommendations

Maintenance Policies

The City should adopt a policy to repair and enhance pedestrian facilities during resurfacing and other roadway maintenance projects. When their repairs and enhancements are made, the City should bring the facilities up to the current standards using established design guidelines.

Design Guidelines

Width

Sidewalk width is the most important determinant impacting the experience for pedestrians using a sidewalk. Narrow sidewalks can limit the number of users and force them to walk cramped together. In addition, narrow sidewalks make pedestrians travel too close to adjacent buildings or fast moving traffic, and can limit access for those utilizing wheelchairs. Therefore, the pedestrian zone of any sidewalk should be at a minimum 60 inches wide.

Wider sidewalks are recommended in areas where frequent or heavy pedestrian activity will occur. In these areas it might be more efficient and practical to implement a sidewalk corridor concept. Sidewalk corridors consist of a curb zone, planter/furniture zone, pedestrian zone, and frontage zone. These four areas are briefly described below.

- Curb Zone – Consists of the first six inches directly adjacent to the roadway. The curb is an important part of most drainage systems and prevents automobiles from driving onto the sidewalk.
- Planter/Furniture Zone – Located between the curb and actual pedestrian area. This area is typically used to accommodate utilities, pedestrian furniture, transit shelters, and landscaping features. It also serves as a buffer between pedestrians and traffic walkers, providing an increased sense of safety.
- Pedestrian Zone – It is the paved portion of the sidewalk corridor on which pedestrians travel, and is commonly referred to as the sidewalk. As previously mentioned, the paved portion should be, at a minimum, 60 inches wide and never less than 36 inches wide. The zone should have no protruding objects, obstructions, or obstacles.
- Frontage Zone – The space between the sidewalk and the property line.

Grade

The rate of change of grade should not exceed 13 percent (this rate of change would occur at a curb ramp if the slope of the gutter is five percent and the slope of the curb ramp is eight percent).

Surfaces

The surfaces of the majority of sidewalks that are constructed consist of concrete or asphalt. Other common materials that are used are tile, pavers, brick, or stone. Concrete and asphalt provide a high degree of firmness and stability, and under dry conditions with a broom finish they are sufficiently slip resistant. For areas that experience wet or icy conditions, sidewalks with good drainage systems that move water off of the sidewalk and a regular maintenance program can help reduce the severity of the problem.

Decorative surface materials improve the aesthetic quality of sidewalks. They also help to notify and signal to travelers that they are entering specific districts (i.e. historic) or areas of a community.

Changes in level

The change in the vertical elevation of sidewalks can be caused by several factors. These include tree roots pushing up from beneath the sidewalk, heaving and settling from frost, brick surface buckling, and uneven transitions between streets, gutters, and curb ramps. The table below lists general guidelines for assessments and solutions for these changes in level.

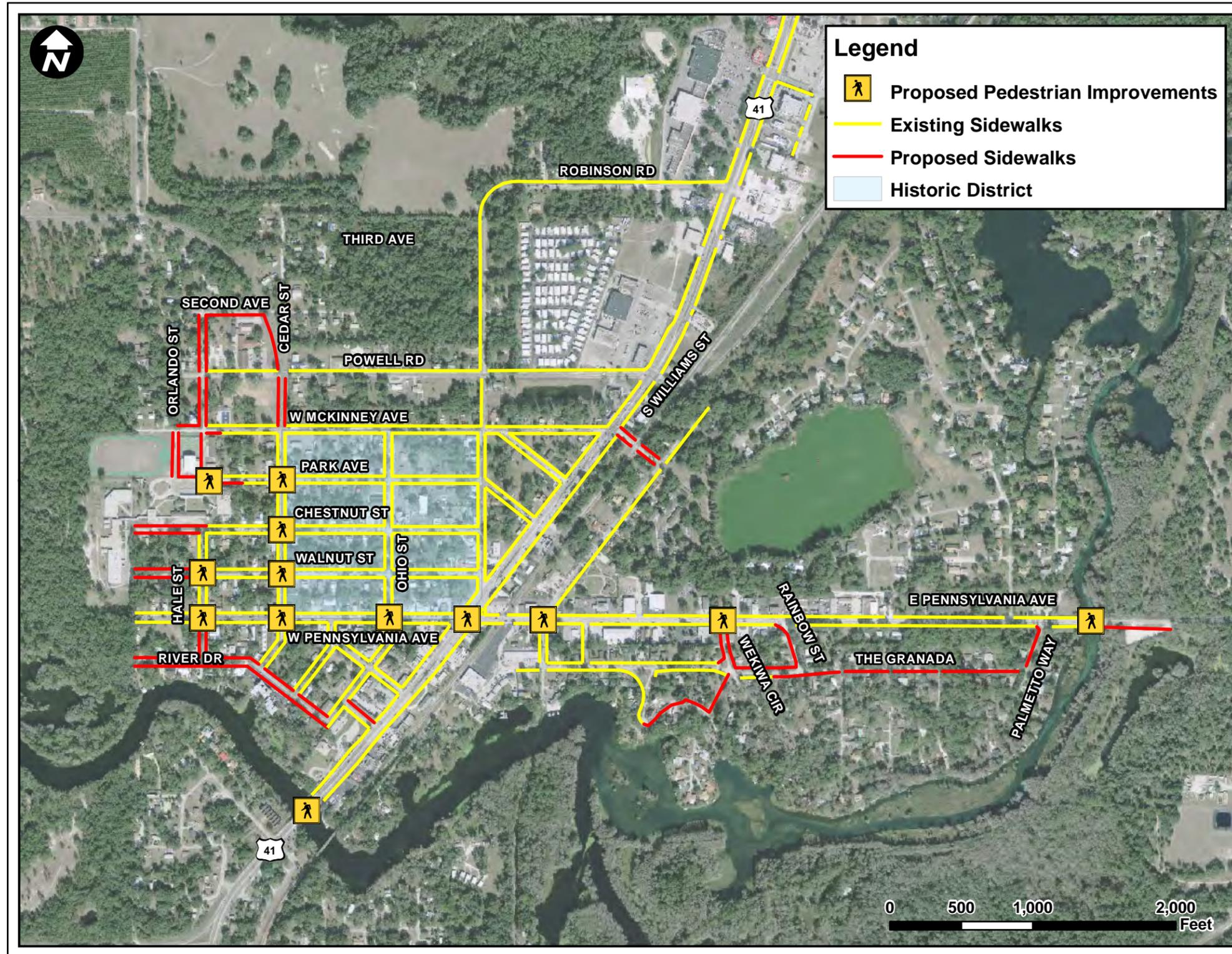
Change in Level	Solution
Up to 0.25 inches	No Treatment
0.25 to 0.5 inches	Bevel surface with maximum grade of 50 percent
Greater than 0.5	Install ramp with maximum grade of 8.3 percent

There are numerous other factors that apply to site-specific design of sidewalks, these can be found in the Federal Highway Administration's *Sidewalk Design Guidelines*.

PEDESTRIAN PLAN



Figure 14: Pedestrian Facility Improvements





SCHOOL CONNECTIVITY PLAN

School Connectivity Plan

Introduction

There are three schools located within the City of Dunnellon: Dunnellon Elementary, Dunnellon Middle, and Dunnellon High School. These schools are within the Marion County School District. The combined student population between the three schools is approximately 3,200 students. The table below shows the population breakdown for each of the schools.

Dunnellon's Estimated Student Population	
Dunnellon Elementary School	700
Dunnellon Middle School	1,100
Dunnellon High School	1,400
<i>Total</i>	<i>3,200</i>

Source: School's profiles

During the stakeholder interview process, each of the schools was contacted to allow an opportunity to provide comments concerning safety and access to and from their school. The recommendations in this Bicycle, Pedestrian, and Blueway Master Plan reflect the input received from the schools, opportunities to plan for future development in Dunnellon, and strategies to enhance the safety for students who walk or bicycle to school.

Figure 15 provides the locations of each school within the City with both a 0.25 mile (orange circle) and 0.5 mile (yellow circle) buffer. The buffers show the average distance that a student or child would walk or ride their bike to get to school; all other routes are assumed to be by either bus or personal vehicle.



Dunnellon High School



SCHOOL CONNECTIVITY PLAN

Dunnellon Elementary and High Schools

The Dunnellon High and Elementary schools are located in the northeast corner of the city limits, surrounded by little to no development within one mile of the schools. The only residential neighborhood within a reasonable walking distance from Dunnellon Elementary School and Dunnellon High School is the Sateke Village neighborhood, from which few to no students attend Dunnellon Elementary School or Dunnellon High School each year.

Because of the schools' distance from existing residential neighborhoods, the main modes of transportation to and from the schools are either by way of the public school bus system or private vehicle.

Dunnellon Elementary and High School Recommendations

Because both the elementary school and the high school are geographically isolated from residential development, there is not currently a need for any bicycle or pedestrian facility improvements for the students attending the schools to be able to safely walk or bicycle to school (see Figure 16).

However, because the areas immediately adjacent to the schools could potentially be developed in the future, policies should be in place to ensure that any future development within a mile of the schools provides for safe routes for students to walk or bicycle to school. These policies could include provisions for sidewalks or multiuse trails, gate access coordinated with the schools that connect neighborhoods adjacent to schools to school property, crosswalks, and appropriate lighting standards to enhance safety for students who walk or bicycle to school. These policy recommendations should be incorporated into the City's land development regulations. Additionally, if residential development occurs near the schools, the schools will need to consider how to appropriately provide gate access to school property and how to provide bicycle parking for the students.



Dunnellon Elementary School

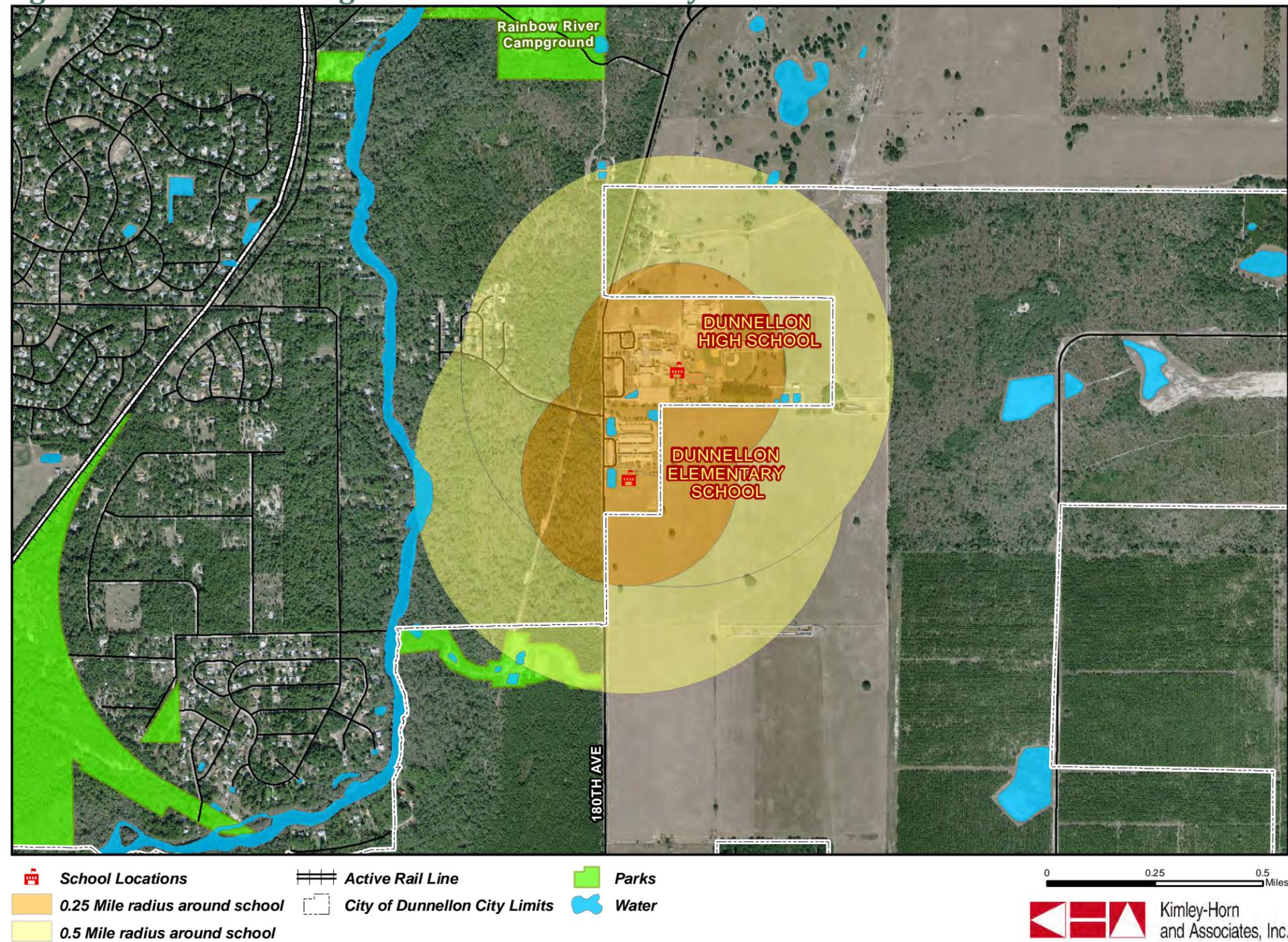


Dunnellon High School

SCHOOL CONNECTIVITY PLAN



Figure 16: Dunnellon High School and Elementary School





SCHOOL CONNECTIVITY PLAN

Dunnellon Middle School

Unlike Dunnellon Elementary School and Dunnellon High School, Dunnellon Middle School is more centrally located within the City, and is within reasonable walking and bicycling distance from residential areas in the City as shown in Figure 17. This location to residential sections of the City provides a more ideal environment for a student to walk or ride their bike to and from school.

Dunnellon Middle School currently provides bicycle parking for its students, and most of the streets in the surrounding area currently provide sidewalks.



Bicycle Parking at Dunnellon Middle School

Sidewalk Gaps within 0.5 miles of Dunnellon Middle School

Cedar Street

The addition of 300 feet of sidewalk along both sides of Cedar Street from McKinney Avenue north to Powell Road would provide connections between the existing sidewalk network in the historic district and the adjacent residential neighborhoods.

Extending north of Powell Road to Second Avenue with 400 feet of sidewalk on the west side of Cedar Street would provide extended access between the adjacent neighborhood to both the historic district and the Dunnellon Middle School.

Second Avenue

Adding 400 feet of sidewalk on the south side of Second Street between Orlando Street and Cedar Street connects access points to both the historic district and Dunnellon Middle School for the residential neighborhood.

Elm Street/Orlando Street

The addition of 700 feet of sidewalk along both sides of Elm Street/Orlando Street between Second Street and McKinney Avenue will provide uninterrupted connection between the residential areas north of McKinney Avenue and Dunnellon Middle School, as well as to the historic district.

Hale Street

Hale Street runs adjacent to Dunnellon Middle school. The addition of 300 feet of sidewalk along the west side of Hale Street between McKinney Avenue and Park Avenue would provide connectivity for students from adjacent neighborhoods, as well as enhance the connection from the athletic fields to the school's entrance.

McKinney Avenue

Adding 150 feet of sidewalk on the north side of McKinney Avenue west of Orlando Street to 9 Island Cove Boulevard provides enhanced connectivity to the schools and the athletic fields.

The extension of the existing sidewalk on the south side of McKinney Avenue 100 feet to the west to Hale Street completes the connection between the historic district and Dunnellon Middle School.

Park Avenue

The extension of the existing sidewalk on the south side of Park Avenue 150 feet to the east of Hale Street completes the connection between the historic district and Dunnellon Middle School.

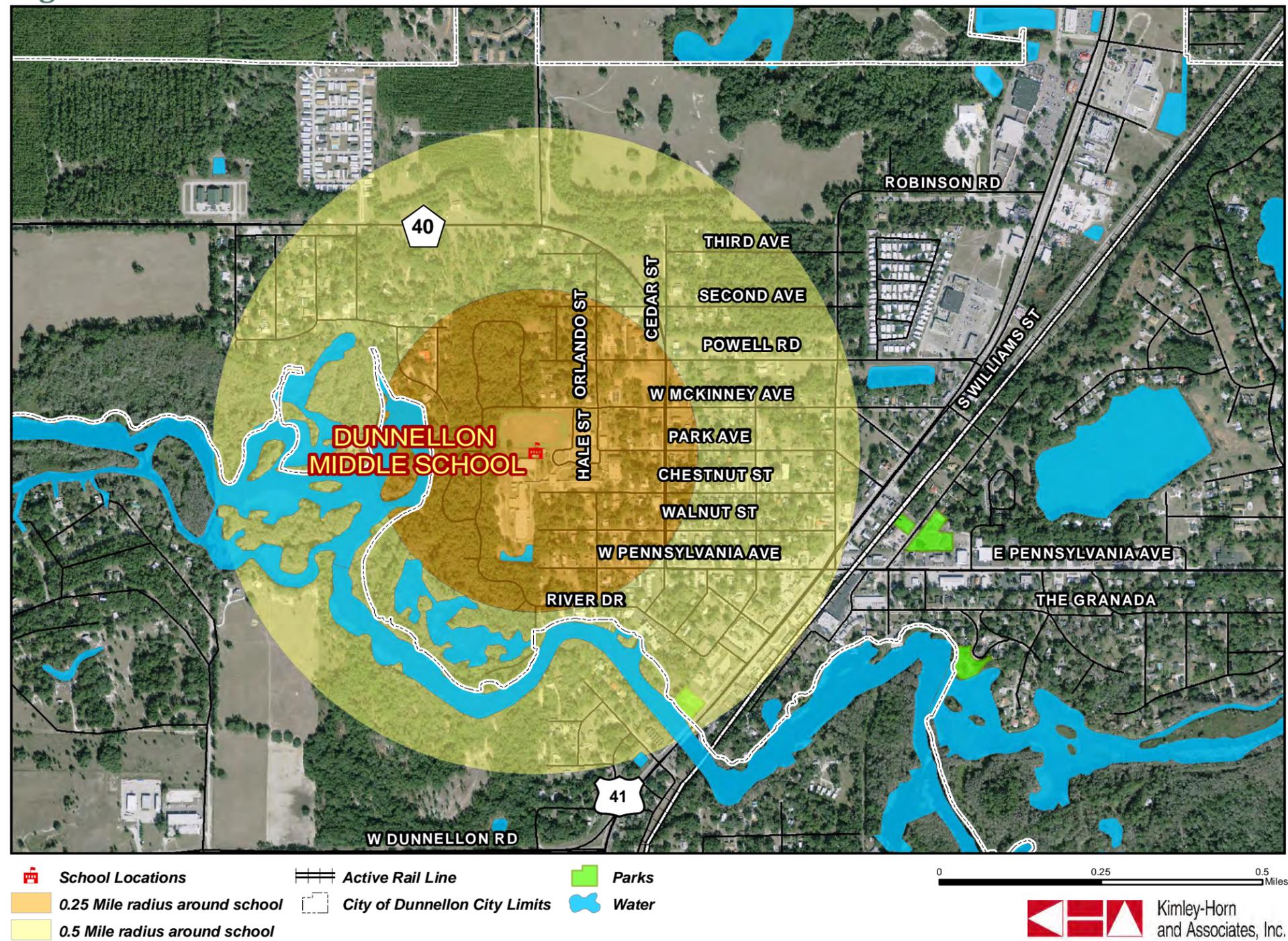
Chestnut Street and Walnut Street

The addition of 500 feet of sidewalk along both sides of Chestnut Street and Walnut Street between Dunnellon Middle School and Hale Street provides enhanced access for students walking to and from school, as well as connection for residents to the existing sidewalk network within the historic district.

SCHOOL CONNECTIVITY PLAN



Figure 17: Dunnellon Middle School





SCHOOL CONNECTIVITY PLAN

Crosswalks within 0.5 miles of Dunnellon Middle School

To provide safe crossings at intersections along the routes to Dunnellon Middle School, crosswalk pavement markings are recommended along the primary corridors within a reasonable walking distance from the school and at the intersections. Crosswalk pavement marking are recommended at:

- Cedar Street (CR 40) at Park Avenue
- Cedar Street (CR 40) at Chestnut Street
- Cedar Street (CR 40) at Walnut Street
- Cedar Street (CR 40) at W Pennsylvania Avenue
- W Pennsylvania Avenue (CR 40) at Ned Love Avenue
- Hale Street at Park Avenue
- Hale Street at Chestnut Street
- Hale Street at Walnut Street
- Hale Street at W Pennsylvania Avenue

US 41/CR40 Intersection Improvements

Safety for students walking or bicycling to Dunnellon Middle School should also be considered when improving the intersection of US 41 and W Pennsylvania Avenue (US 41/CR 40). As detailed in the Pedestrian Plan section of this Master Plan, this intersection should be enhanced to provide more visibility to bicyclists and pedestrian.



Crosswalks at US 41

Implementation - Safe Routes to Schools Program

Safe Routes to Schools (SRTS) is an international movement designed to create safe, convenient, and fun opportunities for children to walk and bicycle to school. This program was created to address critical issues related to children's health, traffic congestion, public safety, and the environment. The Florida Safe Routes to Schools (SRTS) program is a federally funded program managed by the Florida Department of Transportation (FDOT). Congress authorized \$612 million towards the start of the SRTS program in August 2005 by Section 1404 of the federal transportation act, SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users).

SAFETEA-LU was planned to run from 2005 to 2009, with reauthorization in 2009. Congress has not yet approved a new Federal Transportation Law and until a new law is approved, SAFETEA-LU remains in force at current spending levels. During the first five Federal fiscal years (FY2005-2009) of the program over \$27.8 million in Federal funds were allocated to Florida and an additional \$9.7 million dollars was allocated for both 2010 and 2011, bringing the total amount to date around \$47.2 million dollars.

The Federal Highway Administration (FHWA) recommends that SRTS efforts incorporate the five components, often referred to as the "5 E's". The "5 E's" are :

- Engineering - Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways.
- Education - Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.
- Encouragement - Using events and activities to promote walking and bicycling.
- Enforcement - Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.
- Evaluation - Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the intervention(s).

SCHOOL CONNECTIVITY PLAN



Some of the benefits of incorporating the SRTS initiatives into the community include:

- Increased bicycle, pedestrian, and traffic safety
- More children walking and bicycling to and from schools
- Decreased traffic congestion
- Improved childhood health & reduced obesity
- Encouragement of healthy and active lifestyles
- Improved air quality and reduced fuel consumption
- Improved community safety & involvement
- Enhanced community accessibility
- Improvements to the physical environment that increase the ability to walk and bicycle to and from schools
- Improved partnerships among schools, local municipalities, parents, and other community groups, including non-profit organizations.

PROJECT TYPES & ELIGIBILITY

Under current federal legislation, SRTS funding is for the benefit of public, private and tribal schools serving Kindergarten through 8th grade. Table X provides an overview of eligible applicants.

Eligible Applicants

- Infrastructure Projects
- Non-Infrastructure Programs

Applications Accepted: Once a year, starting about November and closing around March the following year. Applications Accepted: Anytime, as long as the FDOT district has uncommitted funds available.

There are three types of applicants for Infrastructure Projects; all benefitting schools must serve grades K-8:

- Public Schools
- Private schools
- Community Traffic Safety Teams (CTSTs)

There are more eligible types of applicants for Non-Infrastructure Programs. (Detail of those project follows)

Infrastructure Projects

Proposed Infrastructure or Engineering projects may be located on or off the state highway system. These types of projects typically take longer to plan and implement, and cost more than most Non-Infrastructure programs, but usually have a great potential to help more children walk and bike safely to and from school. Examples of eligible infrastructure projects under Florida's Guidelines include:

- Pedestrian facilities: Includes new sidewalks and other pathways, sidewalk widening and sidewalk gap closures, on the public right-of-way. All of these facilities must include ADA ramps and meet other ADA requirements. Short pedestrian bridges may be able to be funded with SRTS funding. However, longer pedestrian bridges over roadways will most likely be cost prohibitive, given the limited SRTS funding. Other types of funding should be pursued for these larger projects.



Example of an ADA curb ramp

SCHOOL CONNECTIVITY PLAN

- **Bicycle facilities:** Includes new or upgraded bike lanes, shared-use paths, geometric improvements and shoulder widening, on the public right-of-way, and bicycle parking facilities such as racks and lockers on school grounds.

(Note: Bicycle parking facilities, racks, and lockers may be purchased with SRTS funds for placement on public school property, but not on private property.)



Didicated bicycle lanes and U-Shaped bike parking

- **Traffic control devices:** Includes new or upgraded marked crosswalks, pavement markings, traffic signs and signals, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, pedestrian-activated signal upgrades, and all other pedestrian- and bicycle-related traffic control devices. Generally these are included as part of a larger bicycle or pedestrian facility project instead of as stand-alone projects. Some Districts have elected to purchase a number of traffic control devices in response to requests from schools, and enter into agreements for the local traffic engineering departments to install and maintain these.

(Note: For any traffic control devices that require minimum ‘warrants’ to be satisfied prior to their installation, warrant sheets must be attached to the application. Coordinate with the appropriate traffic engineering office on this. The cost for a required traffic signal warrant study will not be funded by SRTS funds.)

- **Traffic calming:** Includes roundabouts, bulb-outs, speed humps, raised crosswalks, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full- or half-street closures, and other speed reduction techniques. Generally, these are not stand-alone projects, but some traffic calming devices may be included as part of an overall pedestrian or bicycle facility project.

(Note: to be eligible for SRTS funding, the primary benefit of the proposed traffic calming must be to benefit children walking to or from school).



Curb ramp and crosswalk

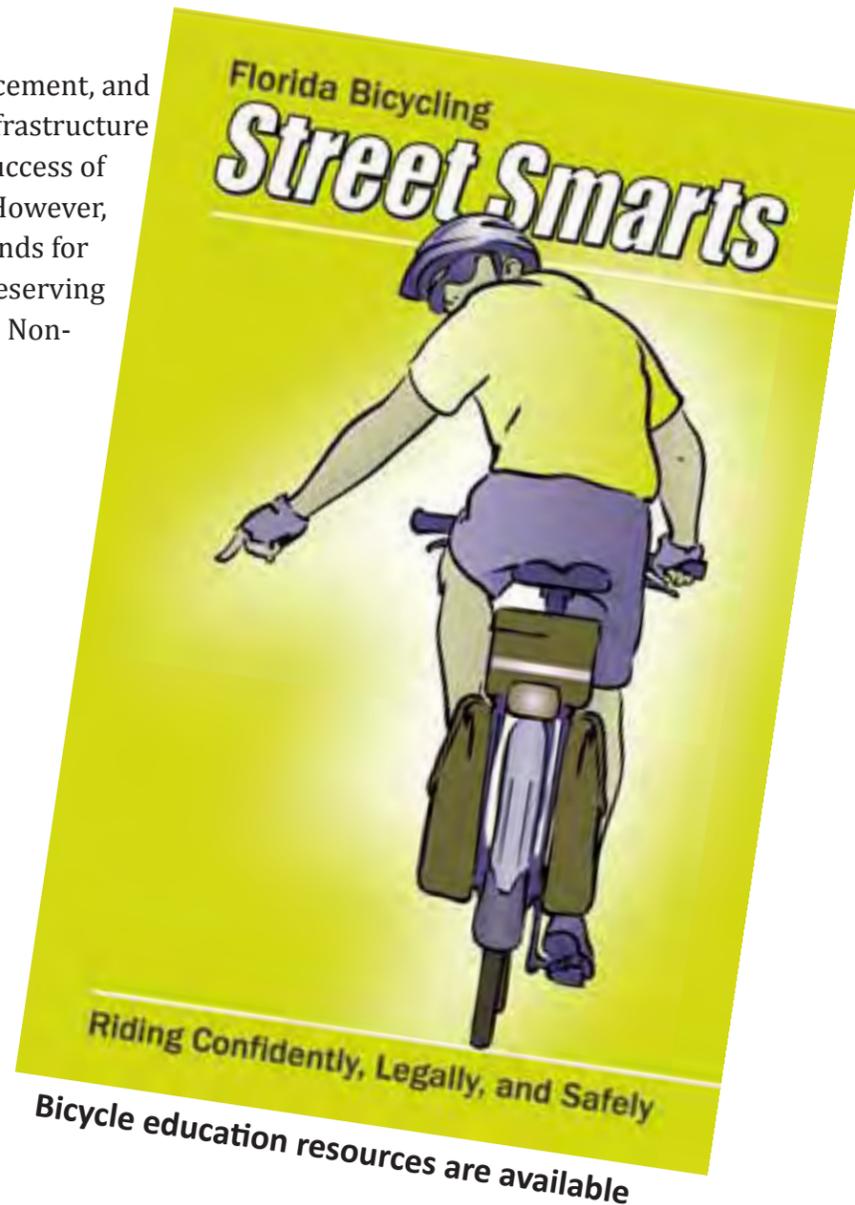
SCHOOL CONNECTIVITY PLAN



Non-Infrastructure Programs

Non-Infrastructure SRTS funds are limited and are considered start-up funds. As a result, local Non-Infrastructure program funding should not exceed three consecutive years for the benefit of one school or group of schools. However, local Applicants can apply to expand or adapt successful programs to different schools, or propose different programs after that time. The National Center for Safe Routes to School website has many examples of successful Non-Infrastructure programs.

Education, Encouragement, Enforcement, and Evaluation are considered Non-Infrastructure activities, and are all vital to the success of a Safe Routes to School program. However, since there are other sources of funds for some of these activities, FDOT is reserving the limited SRTS funds for specific Non-Infrastructure programs.



Florida's Safe Routes to School Non-Infrastructure Information Form



Section 1 - School & Applicant Information		
School Information		
County or Counties:		
City or Cities:		
Type of school(s) (check all that apply): <input type="checkbox"/> Public <input type="checkbox"/> Private		
<input type="checkbox"/> Elementary <input type="checkbox"/> Middle <input type="checkbox"/> Other school serving K-8* <input type="checkbox"/> Other types of schools*		
* Explain Other schools below		
Number of schools involved		
<input type="checkbox"/> 1-3 schools involved. Name(s) of school(s)		
#1:		
#2:		
#3:		
<input type="checkbox"/> Multiple schools. Explain below how many schools will be involved, and their involvement.		
Type of school(s): <input type="checkbox"/> Elementary <input type="checkbox"/> Middle <input type="checkbox"/> Multiple schools <input type="checkbox"/> Other		
<input type="checkbox"/> Public <input type="checkbox"/> Private		
Name of Proposed Activity or Program:		
Applicant Information		
<input type="checkbox"/> Community Traffic Safety Team <input type="checkbox"/> School Board <input type="checkbox"/> Private School		
<input type="checkbox"/> Governmental Agency, including MPO <input type="checkbox"/> Non-Profit Organization <input type="checkbox"/> Other		
Agency/Organization Name:		
Contact Person:		Title:
Daytime Phone:		E-mail:
Mailing Address:		
City:	State: Florida	Zip:
Signature:	Typed Name:	Date:
Signature of School Board or school representative required when different from applicant:		
Signature:	Typed Name:	Date:

BLUEWAYS PLAN

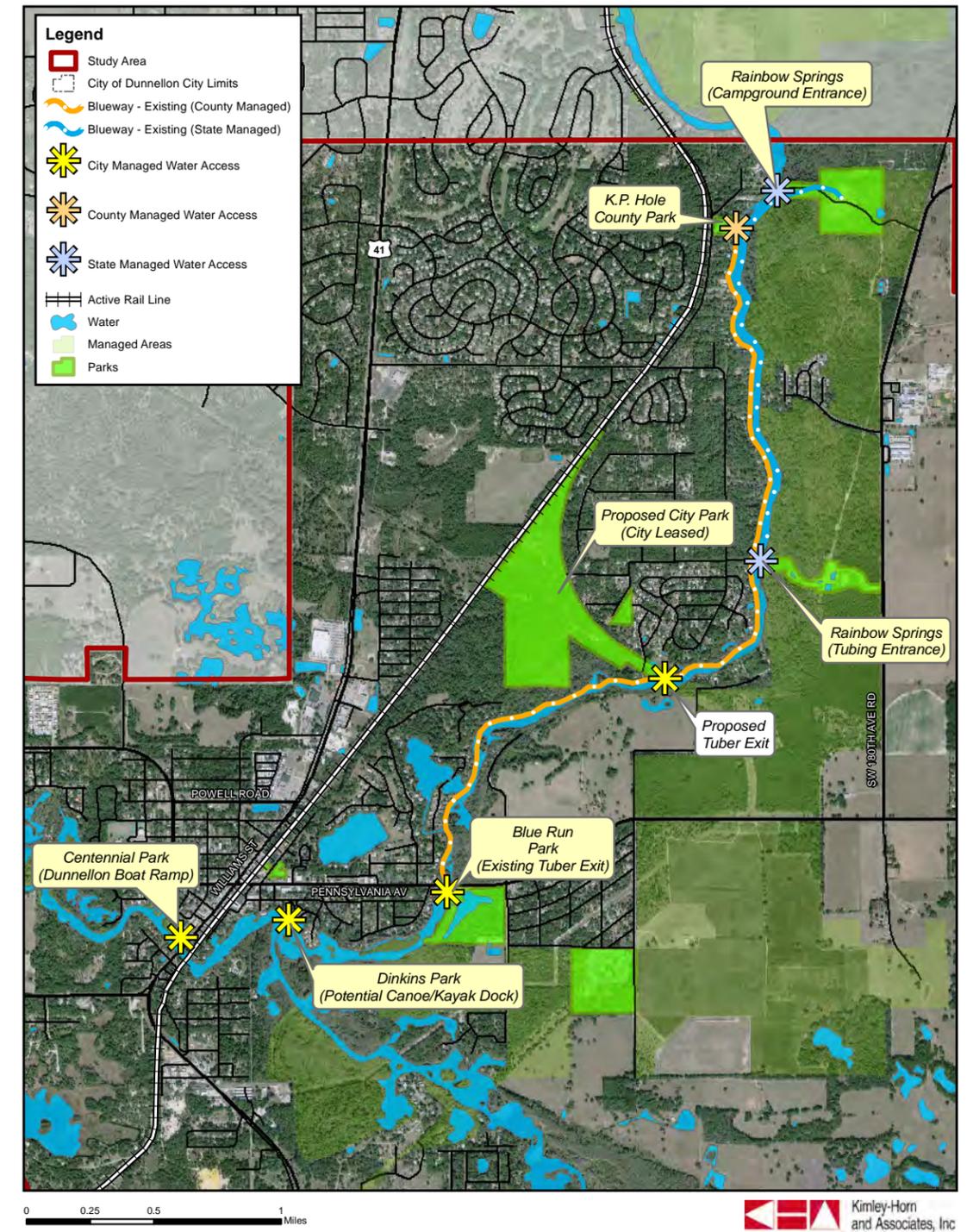
Blueways Plan

Introduction

A blueway or paddling trail is a water path that is developed typically by state, county, or local agency. Blueways typically include launch points, camping locations, and points of interest to encourage family recreation, ecological education, and preservation of natural resources. The City of Dunnellon has two major waterways that come together within the City's limits, the Rainbow River and the Withlacoochee River, a state designated paddling trail. These blueway facilities can be seen in Figure 18. Both waterways provide a collection of water recreational activities, including but not limited to paddling, tubing, boating, swimming and diving, as well as fishing. Many of the recreational opportunities within and around the City can be experienced by a wide range of residents and travelers requiring little experience. The two rivers offer both paddlers and tubers a great opportunity to become acquainted with the natural areas of Dunnellon.

One of the major blueways running through the middle of the City is the Rainbow River, shared by both Marion County and the City of Dunnellon. This river offers visitors the option of both short and long trips along the river. These trails start upstream of the Dunnellon city limits in Marion County where paddlers and tubers can begin their trip down the river from the County owned K.P. Hole Park or further upstream at the State-owned Rainbow Springhead. Both trails follow the same route down the river, yet have specific entry and exit points that are restrictive to those who started on the alternative route. The entry and exit points specific to each route are illustrated in Figure 18.

Figure 18: Blueway Facilities





Blueway Facility Recommendations

Tuber exit at new park

It is suggested that a river access facility for tubers be added in the proposed new park. This access point would enable users of the river an alternative tubing distance as well as increase knowledge of recreation options on the river by being located in a large City park. Having an access point at this location would also provide an intermediate land access point in the event of an emergency on the river.

Canoe and kayak dock at city beach

During the stakeholder interview process and public involvement phase, several comments were made in regards to the limited number of public access points available along Rainbow River. The existing access points at the northern portion of the River available to the public are either owned by the County or by the State, and restrict use to only those who pay the posted fee to use their facility. In the event of lightning or severe weather, users of the river have limited options to exit, as the only access points not requiring a fee are located at the southern end of the River at Blue Run Park and Centennial Park.



Potential dock at Dinkins Park

It is recommended that an additional canoe and kayak dock be installed at Dinkins Park that would allow for easy access off of the river in the event of bad weather. This dock would not serve as a designated starting point for users to launch their canoe/kayak/tube, but only as an additional temporary stopping or resting point for users.

Implement wayfinding and mile marker signage

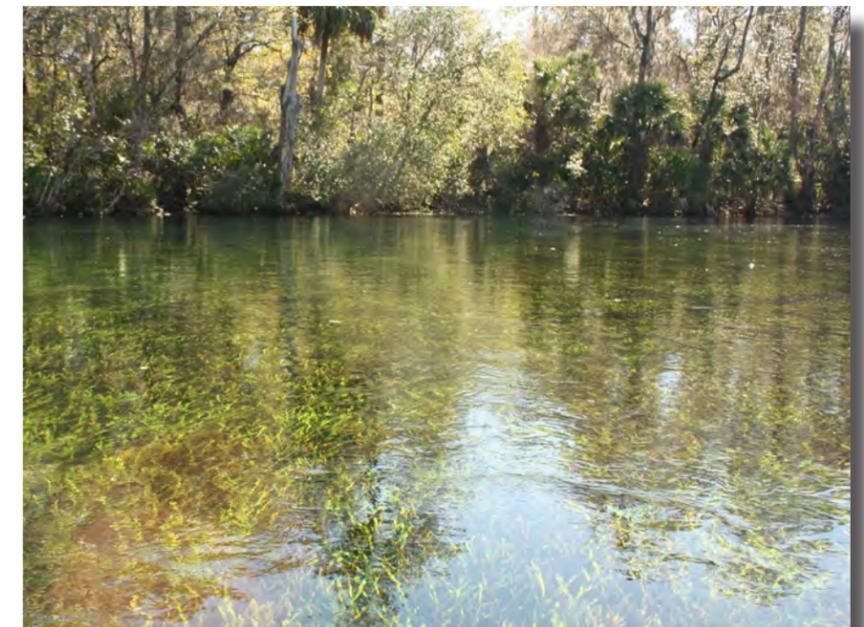
It is not legal to design your own paddling trail signs. According to F.S. 327.41 and 68D-23.104 FAC, all waterway markers must comply with state and federal regulations in a standardized format. These signs are designed to be highly visible, increase safety, and easily recognizable across the State.

The recommended signage along the Rainbow River will be minimal so as to preserve the wilderness experience and to reduce installation and maintenance costs for the City. Markers will not be placed at each mile marker, but are recommended to be placed in locations to clarify the route at a 'decision point' or where navigation is complicated. The recommended signs will clearly mark take-out points (launches, ramps) as well as display the distance until the next take-out point. The below figure is an example of the standard waterway signage suggested by the Florida Fish and Wildlife Conservation Commission (FWCC). The recommended signage for the City is provided in the Wayfinding and Signage section of this plan.

Blueway Policy Recommendations

Designate the Rainbow River as a State Blueway

The Florida Department of Environmental Protection's, (FDEP) Office of Greenways and Trails (OGT) provides a designation program designed to protect natural areas as well as promote connectivity within the greenways and trails systems. The designation program provides for the designation of public and private lands and waterways consisting of canoe and recreational trails, public parks, forests, refuges, and wildlife and water management areas. The Withlacoochee River that runs along the south border of the City is already designated as a State Blueway.



Clear waters of the Rainbow River



BLUEWAYS PLAN

A waterway within the state may be designated by the OGT upon compliance with the requirements of Section 62S-1.400, F.A.C. To qualify for designation the waterway must:

- Protect and/or enhance natural, recreational, cultural or historic resources; and
- Provide linear open space, a hub, or a site; or
- Promote connectivity between or among conservation lands, communities, parks, other recreational facilities, cultural sites, or historic sites.

Section 260.014, Florida Statutes, provides that “no lands or waterways may be designated as a part of the statewide system of greenways and trails without the specific written consent of the landowner.” Communication with the land owners along the river is encouraged, though not required, for the designation of Rainbow River, as Rainbow River is considered public domain. If additional landings or access points not located on state owned land or City/County property were included in the designation, those areas would then require owner consent.

There is no specific deadline for submitting the application for designation but it is recommended that coordination be made with the Department in advance. Applications submitted to the Department will be reviewed and presented at the following quarterly meeting to be voted on.

Develop design guidelines for boat launches and blueway facilities

For all blueway access locations along the river, it is suggested that measures be taken to allow for easier access by non-motorized boat users. In most cases, boat launch sites are designed with motor boats in mind; therefore, thought must be given to non-motorized boats such as canoes and kayaks.

Pre-Existing Paved Boat Ramps- Paved boat ramps offer easy access to blueway facilities for users with trailers, they do, however, present a problem for users who bring their canoe or kayak on their car. Therefore it is recommended that for paved boat ramps, where there is sufficient space, a dry ramp be added to make loading and unloading easier for non-motorized boat users.

Tube Launch Sites- For tube launch sites it is recommended that design features be added similar to those seen on unpaved canoe and kayak launches. For these sites, synthetic turf or synthetic industrial matting is recommended. Both of these materials provide a non-slip surface that allows for easier access to blueway facilities over uneven or unfinished terrain. These materials also minimize disturbance to the natural environment by forming an “official” launch area along a wide shore line.

For complete guidelines on all blueway launch facilities, please refer to the Florida Fish and Wildlife Conservation Commission’s *Guidelines for Developing Non-motorized Boat Launches in Florida*.

River patrolling

With open access to so many locations along the Rainbow and Withlacoochee Rivers, and so many different types of users, river patrolling is necessary to ensure that everyone is provided with safe recreational opportunities. The City should coordinate river patrolling with the County and State officials to monitor for safety, as well as compliance with container laws.

River carrying capacity

Both the Rainbow and Withlacoochee Rivers are very popular during the high season for many different types of users. Because there are so many public and private access points, as well as numerous tube, canoe, kayak, and boat rental facilities located along both rivers, limiting the number of people allowed on the rivers is vital to ensure the safety of the rivers and the users. There should be coordination between the City, County, and State to ensure that only a certain number of people or river vessels are allowed on the river at a given time. Controlling the number of users will also minimize the amount of damage done to the natural environment and cut down on river traffic.



Boat launch at KP Hole



State maintained tuber exit



River management plans

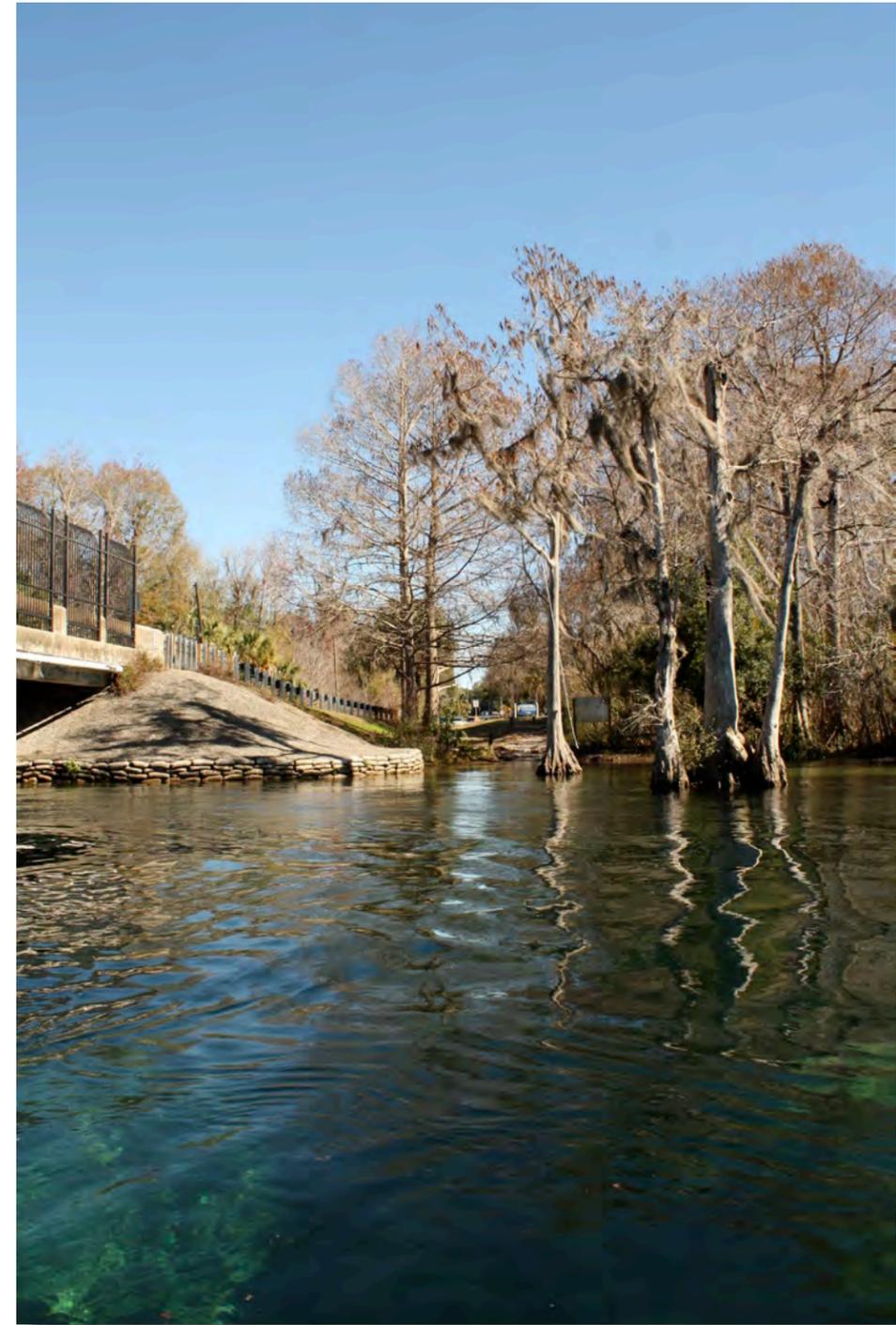
It is suggested that a River Management Plan be created for the Rainbow and Withlacoochee Rivers. The Management Plan should contain, at a minimum, the following sections:

- Land Use - This section should document current and planned uses of land and recreational opportunities along the rivers. By having a land-use element in the management plan it will allow the City to coordinate with County and State officials so that the least harm is caused to the rivers.
- Natural Resource - Taking note of current natural resources located in and along the rivers will allow for best management practices to be applied to preserve the natural beauty of the rivers. It will also enable the City to apply appropriate environmental protection techniques to ensure that the rivers are just as beautiful for future generations.

The main goal of the River Management Plan is to increase conversation and coordination between the City of Dunnellon, Marion County, Citrus County, and the State of Florida. Coordination between these jurisdictions is paramount to providing a beautiful, fun, and safe recreational opportunity for all who use the river.



Aquatic vegetation should be addressed in the Rver management plans



Tuber exit at Blue Run Park



WAYFINDING AND SIGNAGE PLAN

Wayfinding and Signage Plan

Introduction

Using the Explore Dunnellon tagline and graphics, a series of signage recommendations is included in this plan for the City of Dunnellon. This signage includes recommendations for branding the City through a unified theme and for providing directions to key locations within the City. The overall purpose is to identify and lead visitors and residents to their destinations and various points of interest in Dunnellon. The locations and types of signs to be used can be seen in Figure 19. The sign designs in the study are a design development guide providing typical sign type sizes, colors, font styles, and other detail. Prior to fabrication, sign manufacturers will need to provide construction drawings which show detail and engineering specifications to ensure safe installation.

Design Intent

Wayfinding signs should make a strong and consistent visual statement representing the character and image of Dunnellon. Signage should be bold and recognizable without confusing images or clutter. A limited color palette contributes to greater readability and clarity of message. The wayfinding signage system is meant to provide visitors guidance and information on various destinations within the downtown area, as well as leave a lasting impression of quality, history and community.

In addition, the wayfinding signage system should be cost effective and easily constructed so the system can be implemented and maintained at a reasonable expense.

Objectives of a Wayfinding System

- 1) Clearly define primary routes and entrance points in the City
- 2) Enable users to locate public parking adjacent to or in proximity of their intended destination
- 3) Create a hierarchy of directional information

Sign Family

The following components of the sign system were designed individually for optimal functionality while complementing each other in form and finish to create a unified sign family:

- Major and minor gateway features
- Vehicular directional signs
- Pedestrian directional signs
- Landmark identification signs
- Civic building identification signs
- Park identification signs
- Downtown banners
- Directional signs for bicyclists
- Directional signs on blueways

Wayfinding Recommendations

Directional signage and wayfinding systems are fundamental design elements that are intended to provide assistance and direction to vehicle travelers, pedestrian, cyclist, and paddlers. This signage not only provides information about key destinations, but also provides a way to connect people to places of interest and unique local features. For the City of Dunnellon, a comprehensive system of directional and wayfinding signage is recommended to address various modes of transportation in the City.

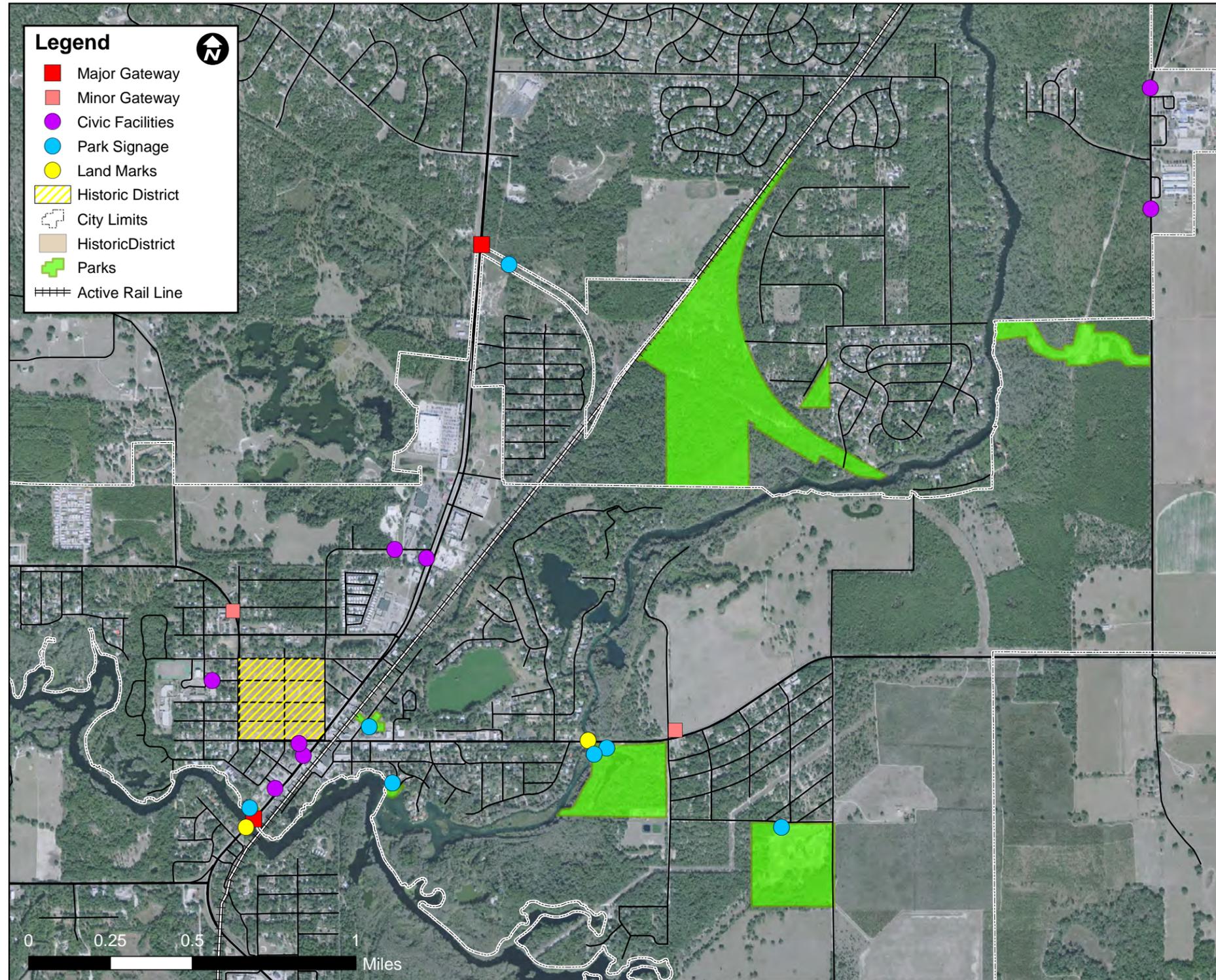
Downtown Kiosk Recommendations

In addition to the signage, the City of Dunnellon could also install a series of kiosks that include maps of the City and highlights key locations and local businesses. These kiosks could be installed in downtown areas and in any area with pedestrian activity.

WAYFINDING AND SIGNAGE PLAN



Figure 19: Wayfinding and Signage Locations





WAYFINDING AND SIGNAGE PLAN

Major and Minor Gateway Feature Recommendations

Community gateway features announce the entrance into the City of Dunnellon. These features can provide the first impression a visitor has of the City and will define a sense of place in the community. Both major and minor gateway features are recommended for the City of Dunnellon. Major gateways are recommended for entrances into the City of Dunnellon via US-41. Minor Gateways are smaller in scale than major gateways and are recommended for entrances into the City of Dunnellon via CR-484 and via CR-40.

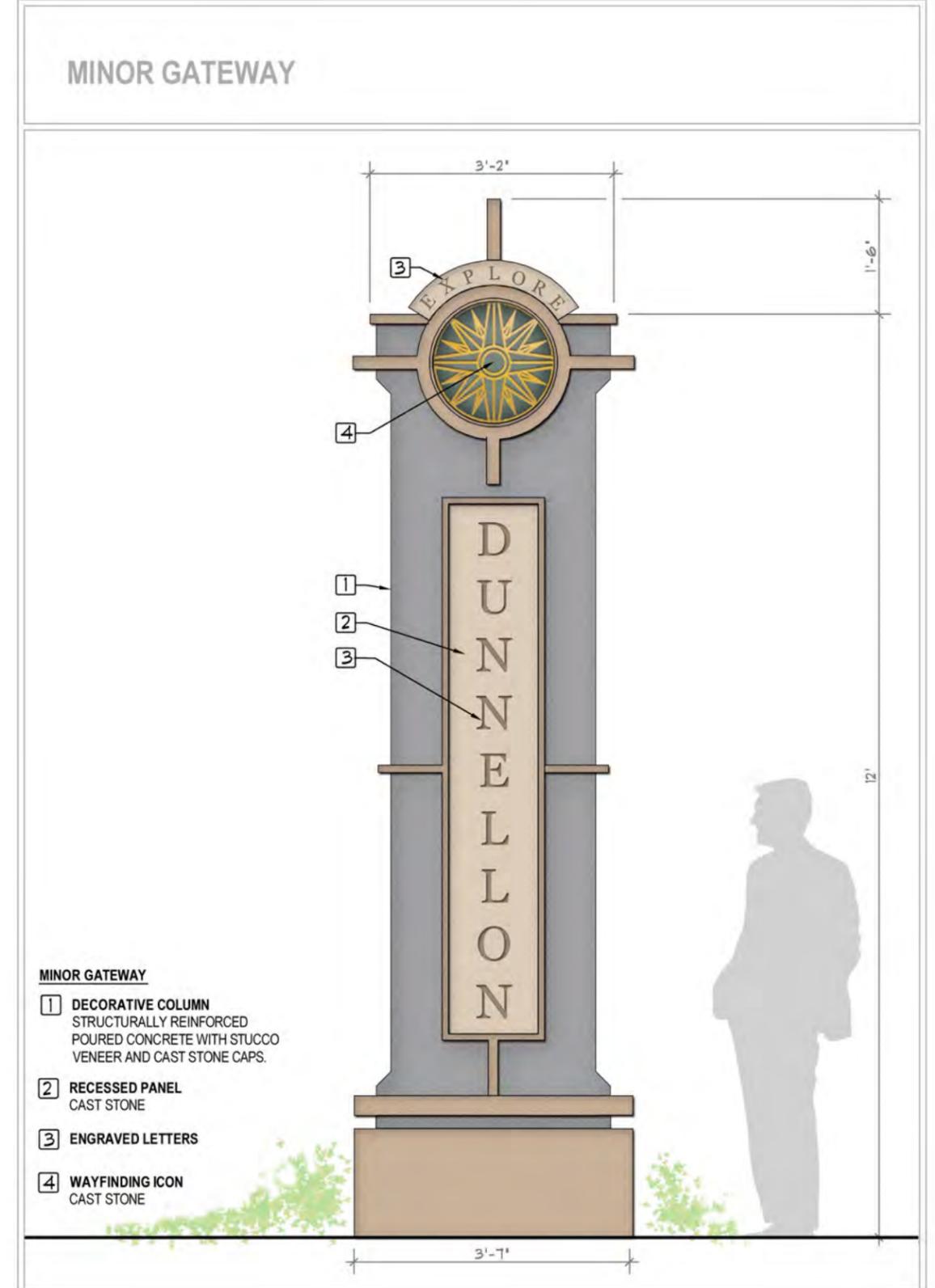
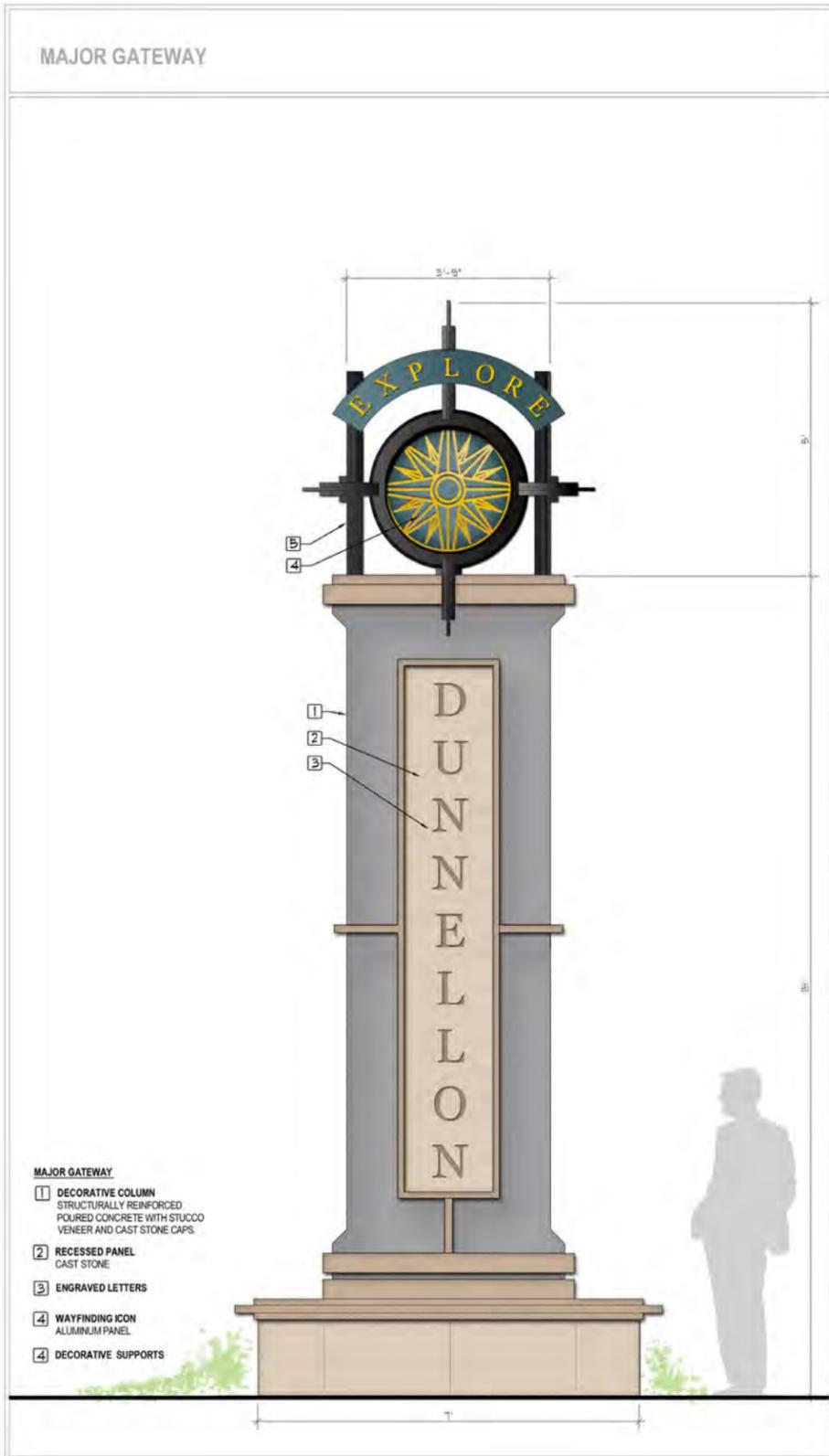


Welcome to Dunnellon sign



Welcome to Dunellon sign

WAYFINDING AND SIGNAGE PLAN





WAYFINDING AND SIGNAGE PLAN

Directional Sign Recommendations

Directional signage is needed for both automobiles and pedestrians. These signs should be located at highly trafficked intersections or destinations within the City, and should include key destinations and landmarks, as well as directional arrows leading to them. Directional signage should be used in conjunction with civic building, landmark, and park signage to get directly to their destination within the City. All the different types of signage should be in the same style so that there is a unified theme throughout the City that creates a sense of place.

Directional Signs for Vehicular Travelers

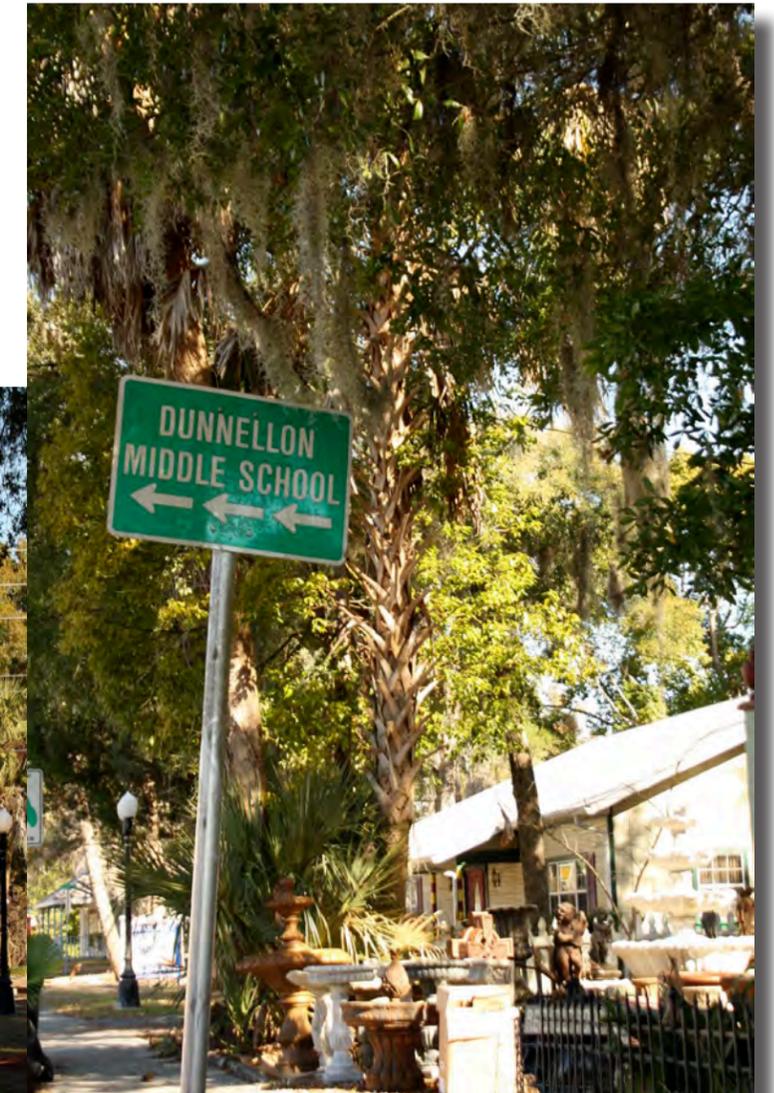
- To Dinkins Parks from Pennsylvania Avenue at Adams St (or Wekiwa Circle)
- To Ernie Mills Park from Pennsylvania Avenue at Bostick Street
- To Sports Complex from Pennsylvania Avenue at Bridges Road
- To Dinkins Park, Ernie Mills Park, and Blue Run Park from US 41 at Pennsylvania Avenue
- To Centennial Park from US 41
- To Historic District from US 41
- To Withlacoochee Trail from US 41
- To Middle School from US 41
- To Elementary/High School from CR 484
- To New Park

Directional Signs for Pedestrians

- Replace City Beach Sign on The Granada
- To Library from Historic District
- To Historic District from Pennsylvania Avenue
- Hiking trail signs in Blue Run Park
- Signs in New Park



Distance sign



Dunnellon Middle School sign

WAYFINDING AND SIGNAGE PLAN



VEHICULAR DIRECTIONAL SIGN



VEHICULAR SIGN SPECIFICATIONS

- 1 SIGN POLE AND BASE
STERNBERG LIGHTING - LEESBURG 5" STRAIGHT
SMOOTH SHAFT, 13' CUSTOM HEIGHT, BLACK FINISH
(OR APPROVED EQUAL)
- 2 DECORATIVE POLE FINIAL
STERNBERG LIGHTING, BALL CENTER CAP
BLACK FINISH
- 3 ALUMINUM BACK PANEL
ALL ALUMINUM CONSTRUCTION SOLID PANEL
- 4 RAISED ALUMINUM PANEL
- 5 RAISED TEXT
CAST ALUMINUM, FONT TYPE - 'TIMES NEW ROMAN'
FONT SIZE 2 1/2" HEIGHT
- 6 MODULAR ALUMINUM PANELS
REMOVABLE SIGN BLADES, RECESSED FROM THE
BACK PANEL, APPLIED REFLECTIVE SURFACE
- 7 DIRECTIONAL TEXT AND ARROWS
APPLIED FLAT TO THE MODULAR PANELS,
FONT TYPE - 'GILL SANS MT'
FONT SIZE 3" HEIGHT
- 8 WAYFINDING ICON
CAST ALUMINUM
RAISED GRAPHIC, 12" DIAMETER

PEDESTRIAN DIRECTIONAL SIGN



PEDESTRIAN SIGN SPECIFICATIONS

- 1 SIGN POLE AND BASE
STERNBERG LIGHTING - LEESBURG 4" STRAIGHT
SMOOTH SHAFT, 11' CUSTOM HEIGHT, BLACK FINISH
(OR APPROVED EQUAL)
- 2 DECORATIVE POLE FINIAL
STERNBERG LIGHTING, BALL CENTER CAP
BLACK FINISH
- 3 ALUMINUM BACK PANEL
ALL ALUMINUM CONSTRUCTION SOLID PANEL
- 4 RAISED ALUMINUM PANEL
- 5 RAISED TEXT
CAST ALUMINUM, FONT TYPE - 'TIMES NEW ROMAN'
FONT SIZE 1 1/2" HEIGHT
- 6 MODULAR ALUMINUM PANELS
REMOVABLE SIGN BLADES, RECESSED FROM THE
BACK PANEL, APPLIED REFLECTIVE SURFACE
- 7 DIRECTIONAL TEXT AND ARROWS
APPLIED FLAT TO THE MODULAR PANELS,
FONT TYPE - 'GILL SANS MT'
FONT SIZE 2" HEIGHT
- 8 WAYFINDING ICON
CAST ALUMINUM
RAISED GRAPHIC, 8" DIAMETER



WAYFINDING AND SIGNAGE PLAN

Civic Building Signs

Civic building signage should be used at all major governmental buildings in the City of Dunnellon. These signs are built at a pedestrian scale so that they are easily visible to passing pedestrians, and should inform people of the use of that building. Civic building signage should serve to unify governmental buildings, as well as carry on the signage theme shown throughout the rest of the City.

Civic Buildings

- City Hall
- Library
- Police Station
- Fire Station
- Elementary, Middle, High Schools
- Post Office



Dunnellon City Hall and Fire Station

CIVIC BUILDING IDENTIFICATION SIGN

CIVIC BUILDING SIGN SPECIFICATIONS

- SIGN POLE AND BASE**
STERNBERG LIGHTING - LEESBURG 5" STRAIGHT SMOOTH SHAFT, 7' CUSTOM HEIGHT, BLACK FINISH (OR APPROVED EQUAL)
- DECORATIVE POLE FINIAL**
STERNBERG LIGHTING, BALL CENTER CAP BLACK FINISH
- ALUMINUM BACK PANEL**
ALL ALUMINUM CONSTRUCTION SOLID PANEL
- RAISED ALUMINUM PANEL**
- RAISED TEXT**
CAST ALUMINUM, FONT TYPE - TIMES NEW ROMAN
FONT SIZE 1½" HEIGHT
- RECESSED ALUMINUM PANEL**
RECESSED FROM THE BACK PANEL
- IDENTIFICATION TEXT**
RAISED TEXT, CAST ALUMINUM
FONT TYPE - GILL SANS MT
FONT SIZE 4"
- WAYFINDING ICON**
CAST ALUMINUM
RAISED GRAPHIC, 8" DIAMETER



WAYFINDING AND SIGNAGE PLAN



Landmark Signs

Landmark signage should be used at all key destinations in the City of Dunnellon. These signs should notify passing pedestrians and motorists of the name and location of the destination. As with all other signage throughout the City, landmark signs should be in the same style to create a sense of place and community within the City.



Location signs at Watertower and Historic District

LANDMARK IDENTIFICATION SIGN



LANDMARK SIGN SPECIFICATIONS

- 1 SIGN POLE AND BASE
STERNBERG LIGHTING - LEESBURG 4" STRAIGHT
SMOOTH SHAFT, 10'-6" CUSTOM HEIGHT, BLACK FINISH
(OR APPROVED EQUAL)
- 2 DECORATIVE POLE FINIAL
STERNBERG LIGHTING, BALL CENTER CAP
BLACK FINISH
- 3 ALUMINUM BACK PANEL
ALL ALUMINUM CONSTRUCTION SOLID PANEL
- 4 RAISED ALUMINUM PANEL
- 5 RAISED TEXT
CAST ALUMINUM, FONT TYPE - 'TIMES NEW ROMAN'
FONT SIZE 1½" HEIGHT
- 6 RECESSED ALUMINUM PANEL
RECESSED FROM THE BACK PANEL
- 7 IDENTIFICATION TEXT
RAISED TEXT, CAST ALUMINUM
FONT TYPE - 'GILL SANS MT'
FONT SIZE 2½"
- 8 WAYFINDING ICON
CAST ALUMINUM
RAISED GRAPHIC, 8" DIAMETER



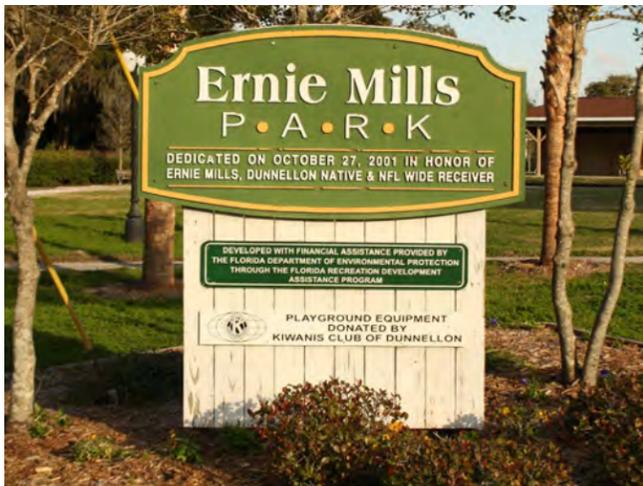
WAYFINDING AND SIGNAGE PLAN

Park Signs

Park signage should be located at the entrance to each City Park. These signs should serve to inform visitors and residents that they have arrived at their destinations. At a minimum park signage should include the name of the park, and contain design features similar to the other signs in the City.

Parks

- Ernie Mills Park
- Dinkins Park
- Blue Run Park
- Centennial Park
- New Park
- Sports Complex



Existing park signs

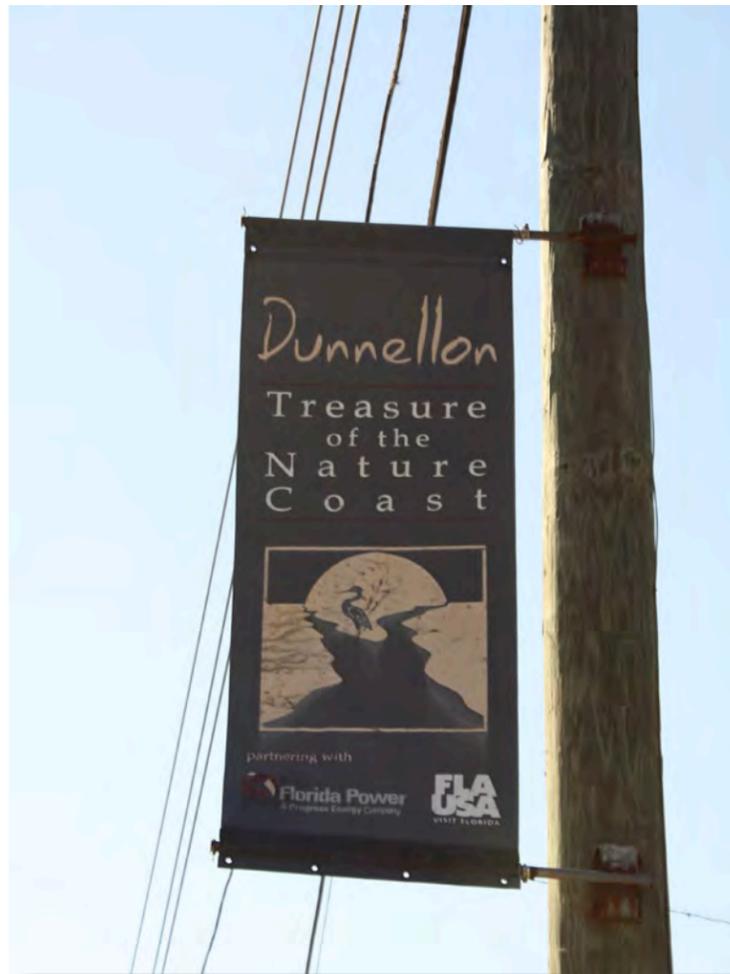


WAYFINDING AND SIGNAGE PLAN



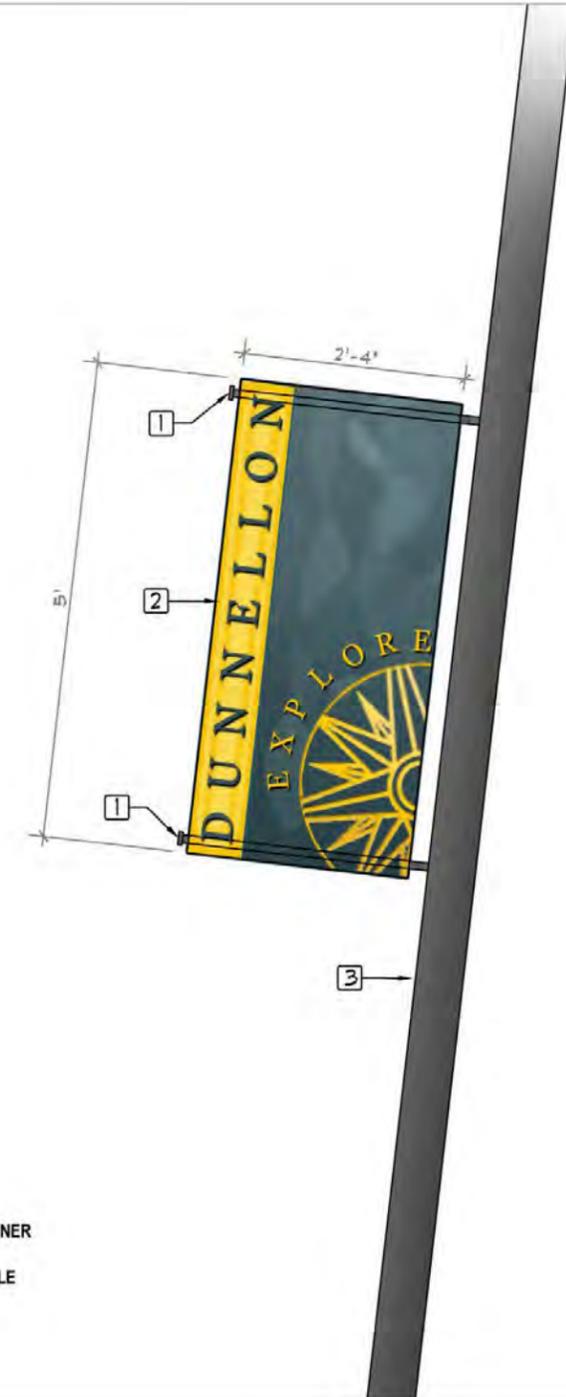
Downtown Banners

Downtown banners should be used in the historic district of Dunnellon, along US-41, and along Pennsylvania Avenue. Banners not only serve to identify that one has arrived, but they also are a visually appealing way to display information about the City. The benefit of banners is that they can easily be changed throughout the year to promote local events or celebrate holidays. The versatility of banners makes them a very cost effective way to unify the City under a common signage and wayfinding plan.



Banners throughout Dunnellon

DOWNTOWN BANNER



BANNER SPECIFICATIONS

- 1 BANNER ARMS
- 2 FULL COLOR OUTDOOR BANNER
- 3 EXISTING OR PROPOSED POLE



WAYFINDING AND SIGNAGE PLAN

Bicycle Facility Signs

Bicycle signage is appropriate along bicycle trails and multiuse facilities. These signs should include mile markers to aid bicyclists with navigation and in determining distance to key locations.

Directional Signs for Cyclists

- To Dunnellon from existing 0 mile Withlacoochee Trail Trailhead
- To Dunnellon from proposed Withlacoochee Trail Extension
- To Dunnellon from proposed Chiefland-Dunnellon Trail Connector



Gulf Junction Trailhead

DIRECTIONAL SIGN FOR CYCLISTS

CYCLISTS SIGN SPECIFICATIONS

- 1 SIGN POLE**
2" SMOOTH ROUND POLE,
4' HEIGHT, BLACK FINISH
- 2 BALL CENTER CAP**
BLACK FINISH
- 3 ALUMINUM PANEL**
ALL ALUMINUM CONSTRUCTION SOLID
PANEL, 1" RADIUS ON ALL FOUR CORNERS
- 4 APPLIED TEXT AND GRAPHICS**



WAYFINDING AND SIGNAGE PLAN



Blueway Facility Signs

Before installation of any waterway signage, a (free) permit must be obtained through the Florida Fish and Wildlife Conservation Commission's (FWCC) Boating and Waterway Section, and can take up to 30 days to process. Mileage markers must be between 12" x 12" and 18" x 18" in size and be a minimum of five feet above the average high water line.

The recommended directional blueway signage for Dunnellon will be displayed on a corrosion proof reflective, white background aluminum sign with an orange border. The text will be displayed using black block characters with the FWCC required brown crossed paddles icon. Signs will be mounted and erected using pressure treated wood posts.

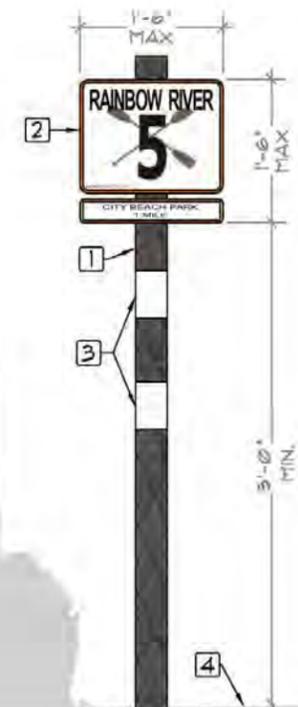
Blueway Signage

- State Park tuber exit on Rainbow River
- City/County tuber exits on Rainbow River
- Dinkins Park on Rainbow River
- Rainbow River from Blue Cove
- Withlacoochee/Rainbow Rivers at the confluence
- To the proposed New Park from Rainbow River

DIRECTIONAL SIGN ON BLUEWAYS

BLUEWAY SIGN SPECIFICATIONS

- 1 PRESSURE TREATED WOOD POST
 - 2 ALUMINUM SIGN PANEL
REFLECTIVE WHITE BACKGROUND,
ORANGE BORDER, BLACK BLOCK LETTERS,
BROWN CROSSED PADDLES
 - 3 REFLECTIVE WHITE STRIPING
TWO 6" BANDS, 8" APART ON THE POST
PLACED 6" BELOW THE SIGN
 - 4 AVERAGE HIGH WATER LINE
- *BLUEWAY SIGNS MUST CONFORM TO ALL
PADDLING TRAIL SIGN SPECIFICATIONS AND
PERMITTING UNDER THE FLORIDA FISH AND
WILDLIFE CONSERVATION COMMISSION



Parks Plan

Introduction

The City of Dunnellon currently offers several park opportunities for residents and visitors. The following recommendations offer opportunities for the City to enhance existing parks as well as concepts for the development of a new park.

Centennial Park Recommendations

As described in the pedestrian recommendations of this report, it is suggested that a pedestrian underpass be constructed under the US 41/S Williams Street Bridge to provide an alternative connection for bicyclists and pedestrians. Constructing this underpass would provide users with a safe connection across one of the busiest roads in the City. Additional signage should also be included to make it easier to find the park from important locations throughout the City. For Centennial Park, vehicular and pedestrian directional signage should be placed along the US 41 corridor. Park identification signage should also be used at the entrance to the park.



Boat ramp at Centennial Park

Ernie Mills Park Recommendations

For this park, it is recommended that improved signage and wayfinding be added along US 41 and Pennsylvania Avenue. In addition to the improved signage, an enhanced crosswalk is recommended for the intersection of Pennsylvania Avenue and Bostick Street. Adding this pedestrian connection would allow for a safe connection to the park from the south. Facilities recommendations for this park include the addition of an amphitheater, volleyball courts, and a boundless playground. Adding these facilities will bring more people to the park and create a destination for leisure activities in Dunnellon.



Open space at Ernie Mills Park

Dinkins Park Recommendations

Dinkins Park is located at the confluence of the Rainbow and Withlacoochee Rivers; because of this location, it is also an ideal location for visitors to come and use the facilities. Dinkins Park would be very well served by the implementation of wayfinding signage. For this park, pedestrian and vehicular directional signs could be placed on Pennsylvania Avenue, US 41, and The Ganada. Sidewalks should be added to Palmetto Lane and Wekiwa Circle.



Beach at Dinkins Park



Additionally, a high emphasis crosswalk should be placed at the intersection of Pennsylvania Avenue and Wekiwa Circle. Currently, the park lacks facilities for launching non-motorized boats, so a dock for canoes and kayaks should be added. The final recommendation for this park is the addition of an overlook and pavilion area. This would provide a designated place for people to picnic or relax at the park, as well as provide a safe way to take in the sights of the rivers.

Blue Run Park Recommendations

Working with Marion County as the principle partner, and other partners including the Office of Greenways and Trails, the Trust for Public Land, and the Rainbow River Conservation Inc., the Blue Run of Dunnellon Park Management Plan provides critical protection and long-term management of a significant section for the Rainbow River Corridor. The park is 32.44 acres and contains natural communities including a spring-fed stream, sandhill, hydric hammock, xeric hammock, upland mixed forest, and even a three acre spring-fed pond. The forest canopy contains many very large trees, and lush bald cypress forest along the Rainbow River. The property also supports a rich diversity of wildlife including active gopher tortoise burrows, American alligators, wading birds, otters, and nesting Suwannee cooters. The proposed trail system and river overlook will provide visitors an opportunity to observe wildlife up close, and learn about Florida's springs and natural communities. The vacated Seaboard Railroad right-of-way will become a trail that will provide an important connector link to the States Trail Plan.

Blue Run Park is located on the Rainbow River directly to the east of the City of Dunnellon. For this park, it is recommended that a multiuse trail spur be constructed that would connect Pennsylvania Avenue and the Cross Florida Greenway Dunnellon Trail. Additionally, it is recommended that a boardwalk be constructed on the southern side of CR 484 to connect the Pennsylvania Avenue multiuse path to Blue Run Park. The addition of these two facilities would make the park a regional draw for users of bicycle trails. To increase exposure of this park, pedestrian and vehicular signage and wayfinding structures should be implemented along Pennsylvania Avenue and US 41 that would inform people the location of the park

Proposed New City Park Recommendations

The New City Park would be located directly to the north of the City of Dunnellon. For this facility it is recommended that a tuber exit be built on the Rainbow River to allow users to enter and exit the

river at this location. Also recommended is a sports complex that would include baseball, softball, basketball, soccer, and a playground, as well as a gym and aquatic center. The New Park would also have an amphitheater, primitive camping sites, and a river overlook area. When completed, New City Park will be the premier park facility in the City, and will provide Dunnellon with an important connection to regional trail facilities. The park currently has two design alternatives, one that includes the Greenburg property and one that does not. The design alternatives for the New City Park can be seen in Figure 20A and 20B.

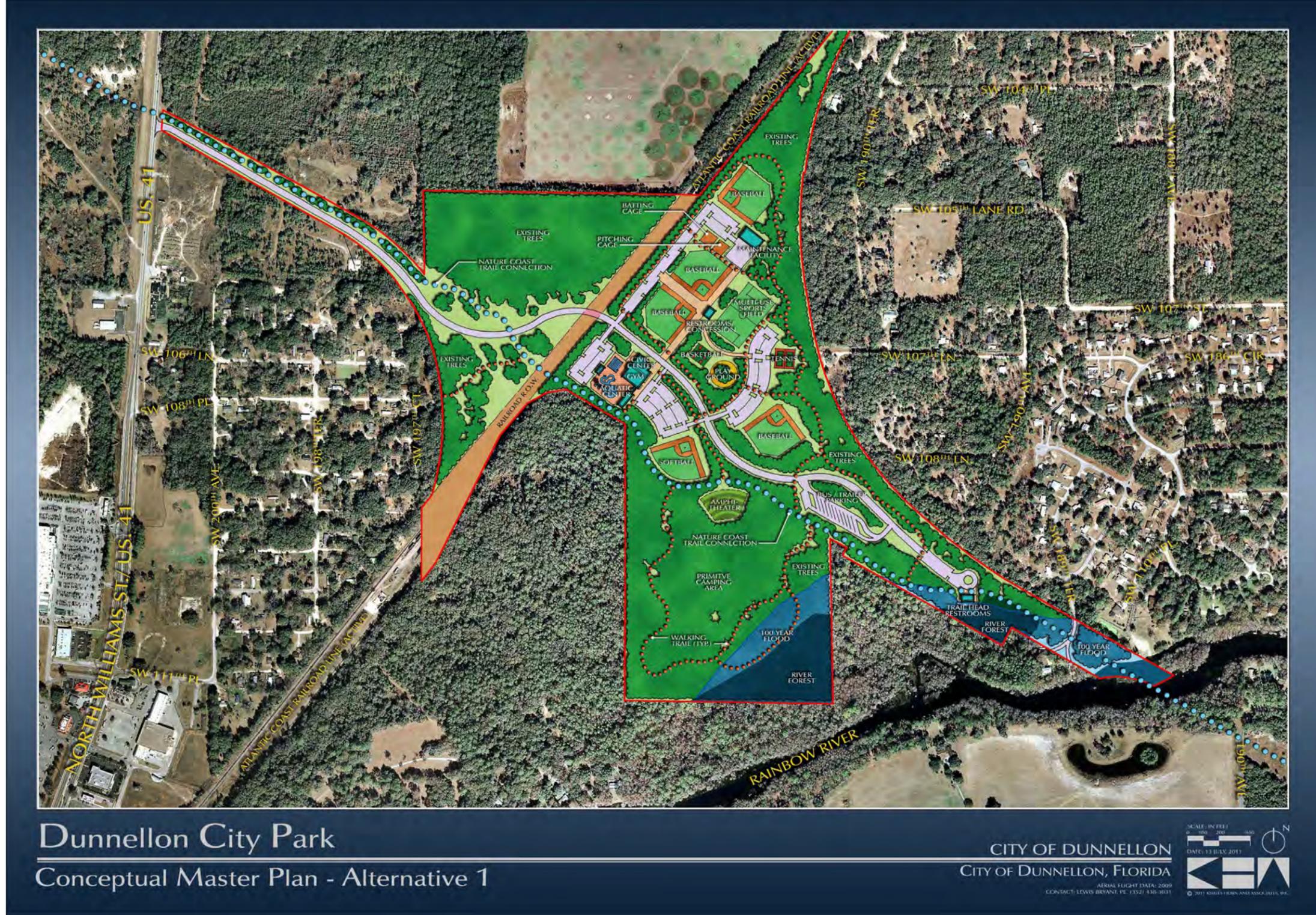


Recently improved parking at Blue Run Park



PARKS PLAN

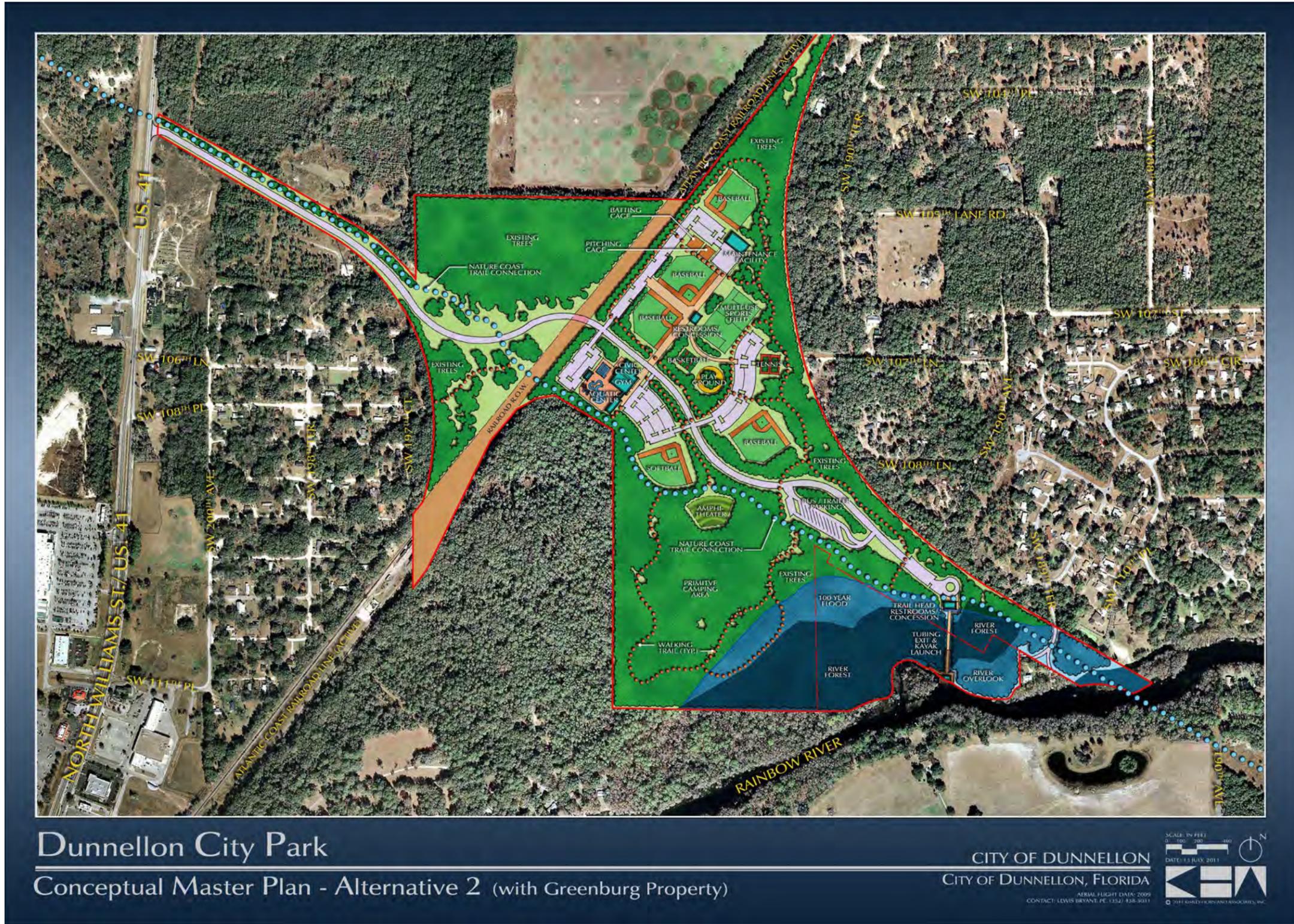
Figure 20A: New City Park Alternative 1



PARKS PLAN



Figure 20B: New City Park Alternative 2





IMPLEMENTATION PLAN

Implementation Plan

Introduction

The projects identified in this Master Plan were developed with a focus on implementation. This section of the Master Plan includes an implementation strategy, provides planning cost estimates, and identifies potential funding sources for the recommended projects.

Implementation Strategy

The Downtown Enhancement Project

Based on estimated return on investment, levels of public support, and relationship to the overall plan, the following downtown enhancement project is recommended. The recommended implementation strategy for this project is phased into five sub-project areas. These areas include, in order of priority, the following:

- Area 1 - East Pennsylvania Avenue
- Area 2 - CR 40/US 41 Intersection
- Area 3 - US 41 North
- Area 4 - US 41 South
- Area 5 - West Pennsylvania Avenue

Each area of the downtown enhancement project will include two phases. Phase I of each area includes survey, engineering design, and permitting. Phase II of each area includes bidding, project construction, and construction phase services.

Area 1 - East Pennsylvania Avenue

The Pennsylvania Avenue East area should include the portions of the corridor that lie east of the railroad crossing (near the US 41 intersection) eastward to the west side of the Rainbow River bridge. As described in the *Bicycle Plan* section of this Master Plan, the concept is to construct a multiuse trail along the southern side of Pennsylvania Avenue to provide linkage between downtown Dunnellon and the trail system at the Blue Run Park trailhead. This project will utilize landscape medians to provide traffic calming and to beautify the entrance to the City.

Area 2 - US 41/CR 40 Intersection

The US 41/CR 40 intersection area should be limited to the section of Pennsylvania west of the railroad crossing and all crosswalks at the US 41/CR 40 intersection. The concept is to construct safe and aesthetically pleasing pedestrian cross walks and additional landscape improvements. This project will utilize brick paver pedestrian crossings, enhanced crossing signalization, and landscaping to provide traffic calming and to beautify the entrance to the City.

Area 3 - US 41 North

The US 41 North area should be limited to the portions of US 41 from the US 41/CR 40 intersection to the Walmart entrance near the northern City limit. The project in this area should utilize landscaped medians to provide traffic calming and to beautify the entrance to the City, and should include the striping of designated bicycle lanes along the corridor. Planters can be utilized to provide barriers between the roadway and pedestrian facilities.

Area 4 - US 41 South

The US 41 South area should include the portions of US 41 south of the US 41/CR 40 intersection to the Withlacochee River bridge. The project in this area should utilize landscaped medians to provide traffic calming and to beautify the entrance to the City. Designated bicycle lanes should also be striped along the corridor. Planters can be utilized to provide barriers between the roadway and pedestrian facilities.

Area 5 - Pennsylvania Avenue West

The Pennsylvania Avenue West area should be limited to the portions that lie west of the US 41/CR 40 intersection west to Hale Street. This project should involve widening the existing sidewalks along Pennsylvania Avenue to provide linkages between downtown Dunnellon and the projects resulting from Areas 1, 2, 3, and 4. Streetscaping should be leveraged in this area to provide continuity with the projects in Area 1 and Area 2.

Cost estimates

The following table contains planning level cost estimates for the recommendations included in this Master Plan. These cost estimates should be used for planning purposes only. Actual costs may vary, based on bids received for construction.

IMPLEMENTATION PLAN



Implementation of a master plan



Implementation of a master plan



IMPLEMENTATION PLAN

Pedestrian Plan

Project	Description	Quantity	Units	Unit Cost	Opinion of Probable Cost
West Pennsylvania Avenue Streetscape	Streetscape project west of US 41	0.38 mi		1,500,000.00 \$	570,000.00
SR 40/US 41 Intersection	Intersection improvements	1		50,000.00 \$	50,000.00
Sidewalk Gaps					
Pennsylvania Ave					
Rainbow River bridge, east to Blue Run Park	Install sidewalks on south side of road	615 ft		100.00 \$	61,500.00
Rainbow St					
E Pennsylvania Ave to The Granada	Install sidewalks on west side of street	344 ft		100.00 \$	34,400.00
Hale Street					
W Pennsylvania Ave to River Dr	Install sidewalk on east side of street	247 ft		100.00 \$	24,700.00
W Pennsylvania Ave to River Dr	Install sidewalk on west side of street	247 ft		100.00 \$	24,700.00
River Drive					
Hale St, west	Install sidewalks on north side of street	450 ft		100.00 \$	45,000.00
West of Hale St to Cedar St	Install sidewalks on south side of street	789 ft		100.00 \$	78,900.00
Cedar St to Ohio St	Install sidewalks on north side of street	382 ft		100.00 \$	38,200.00
Cedar St to Delaware St	Install sidewalks on north side of street	250 ft		100.00 \$	25,000.00
Delaware St to Ohio St	Install sidewalks on north side of street	250 ft		100.00 \$	25,000.00
McKinney Avenue					
US 41 to Bostick St	Install sidewalks and proper RR crossing on north side of street	280 ft		150.00 \$	42,000.00
US 41 to Bostick St	Install sidewalks and proper RR crossing on south side of street	280 ft		150.00 \$	42,000.00
Orlando St to middle school bus loop	Install sidewalks on north side of street	150 ft		100.00 \$	15,000.00
Wekiwa Circle					
Pennsylvania Ave to The Granada	Install sidewalk on east side of street	310 ft		100.00 \$	31,000.00
Pennsylvania Ave to The Granada	Install sidewalk on west side of street	290 ft		100.00 \$	29,000.00
The Granada					
Wekiwa Cir to Rainbow St	Install sidewalks on north side of street	425 ft		100.00 \$	42,500.00
East of Wekiwa Cir to Magnolia St	Install sidewalks on south side of street	460 ft		100.00 \$	46,000.00
Magnolia St to Myrtle St	Install sidewalks on south side of street	300 ft		100.00 \$	30,000.00
Myrtle St to Bay St	Install sidewalks on south side of street	300 ft		100.00 \$	30,000.00
Bay St to Palmetto Way	Install sidewalks on south side of street	530 ft		100.00 \$	53,000.00
Maple Street					
The Granada to Palmetto Ln	Install sidewalks on west side of street	300 ft		100.00 \$	30,000.00
Palmetto Lane/Ct					
Dinkins Park to Maple St	Install sidewalks on north side of street	454 ft		100.00 \$	45,400.00
Palmetto Way					
E Pennsylvania Ave to The Granada	Install sidewalks on west side of street	295 ft		100.00 \$	29,500.00
Chestnut Street					
Hale St, west	Install sidewalks on north side of street	500 ft		100.00 \$	50,000.00
Hale St, west	Install sidewalks on south side of street	450 ft		100.00 \$	45,000.00
Cedar Street					
Powell Rd to Mckinney Ave	Install sidewalks on east side of street	330 ft		100.00 \$	33,000.00
Powell Rd to Mckinney Ave	Install sidewalks on west side of street	330 ft		100.00 \$	33,000.00
Second Ave to Powell Rd	Install sidewalks on west side of street	390 ft		100.00 \$	39,000.00
Orlando Street					
Second Ave to Powell Rd	Install sidewalks on east side of street	390 ft		100.00 \$	39,000.00
Second Ave to Powell Rd	Install sidewalks on west side of street	390 ft		100.00 \$	39,000.00
Powell Rd to Mckinney Ave	Install sidewalks on east side of street	330 ft		100.00 \$	33,000.00
Powell Rd to Mckinney Ave	Install sidewalks on west side of street	330 ft		100.00 \$	33,000.00
Walnut Street					
Hale St, west	Install sidewalks on north side of street	450 ft		100.00 \$	45,000.00
Hale St, west	Install sidewalks on south side of street	450 ft		100.00 \$	45,000.00
Second Avenue					
Orlando St to Cedar St	Install sidewalks on south side of street	400 ft		100.00 \$	40,000.00
Park Avenue					
Orlando St, east	Install sidewalks on south side of street	185 ft		100.00 \$	18,500.00

IMPLEMENTATION PLAN



Crosswalk Recommendations

- Park Avenue and Cedar Street
- Park Avenue and Hale Street
- Chestnut Street and Cedar Street
- Chestnut Street and Hale Street
- Walnut Street and Cedar Street
- Walnut Street and Hale Street
- Pennsylvania Avenue and Hale Street
- Pennsylvania Avenue and Cedar Street
- Pennsylvania Avenue and Delaware Street
- Pennsylvania Avenue and Ohio Street
- Pennsylvania Avenue and Bostick Street
- Pennsylvania and Wekiwa Circle
- Pennsylvania Avenue at bridge

- Crosswalk additions

1 LS	2,500.00	\$	2,500.00
1 LS	2,500.00	\$	2,500.00
1 LS	2,500.00	\$	2,500.00
1 LS	2,500.00	\$	2,500.00
1 LS	2,500.00	\$	2,500.00
1 LS	2,500.00	\$	2,500.00
1 LS	2,500.00	\$	2,500.00
1 LS	2,500.00	\$	2,500.00
1 LS	2,500.00	\$	2,500.00
1 LS	2,500.00	\$	2,500.00
1 LS	2,500.00	\$	2,500.00
1 LS	2,500.00	\$	2,500.00
1 LS	2,500.00	\$	2,500.00

US 41 Pedestrian Underpass

1 LS	100,000.00	\$	100,000.00
	Sub-Total	\$	2,067,800.00



IMPLEMENTATION PLAN

School Connectivity Plan

Project	Description	Quantity	Units	Unit Cost	Opinion of Probable Cost
Dunnellon Middle School Sidewalk Gaps					
Cedar Street					
Powell Rd to Mckinney Ave	Install sidewalks on east side of street	330 ft		100.00 \$	33,000.00
Powell Rd to Mckinney Ave	Install sidewalks on west side of street	330 ft		100.00 \$	33,000.00
Second Avenue					
Orlando St to Cedar St	Install sidewalks on south side of street	400 ft		100.00 \$	40,000.00
Elm Street					
Second Ave to Powell Rd	Install sidewalks on east side of street	390 ft		100.00 \$	39,000.00
Second Ave to Powell Rd	Install sidewalks on west side of street	390 ft		100.00 \$	39,000.00
Orlando Street					
Second Ave to Powell Rd	Install sidewalks on east side of street	390 ft		100.00 \$	39,000.00
Second Ave to Powell Rd	Install sidewalks on west side of street	390 ft		100.00 \$	39,000.00
Powell Rd to Mckinney Ave	Install sidewalks on east side of street	330 ft		100.00 \$	33,000.00
Powell Rd to Mckinney Ave	Install sidewalks on west side of street	330 ft		100.00 \$	33,000.00
Hale Street					
McKinney Avenue to Park Avenue	Install sidewalks on west side of street	300 ft		100.00 \$	30,000.00
McKinney Avenue					
Orlando Street to 9 Island Cove Blvd	Install sidewalks on north side of street	150		100.00 \$	15,000.00
Extend to Hale Street	Install sidewalks on south side of street	100		100.00 \$	10,000.00
Park Avenue					
Extend to Hale Street	Install sidewalks on north side of street	150		100.00 \$	15,000.00
Chestnut Street					
Hale St, west	Install sidewalks on north side of street	450 ft		100.00 \$	45,000.00
Hale St, west	Install sidewalks on south side of street	450 ft		100.00 \$	45,000.00
Walnut Street					
Hale St, west	Install sidewalks on north side of street	500 ft		100.00 \$	50,000.00
Hale St, west	Install sidewalks on south side of street	450 ft		100.00 \$	45,000.00
				Sub-Total \$	583,000.00

IMPLEMENTATION PLAN



Bicycle Plan						
Project	Type	Quantity	Units	Unit Cost	Opinion of Probable Cost	
Withlacoochee Trail Extension						
Phase 1 - OGT funded, segment of rails to trails	Multi-use trail	2.48 mi		-		*OGT Funded
Phase 2 - Blue Run Park Spur Trail Connection	Multi-use trail spur connection	0.26 mi		350,000.00	\$	91,000.00
Phase 3 - W G Maritelli Blvd	Resurface road through neighborhood, add signage	1.32 mi		175,000.00	\$	231,000.00
Phase 3 - (alternate route)	Multi-use trail facility adjacent to US 41	0.58 mi		350,000.00	\$	203,000.00
Phase 4 - US 41 south connection	Multi-use trail connection to Country Club Way	2.53 mi		350,000.00	\$	885,500.00
East Pennsylvania Avenue Streetscape	Streetscape project from US 41 east to the River	0.90 mi		1,500,000.00	\$	1,350,000.00
US 41 Bicycle Lanes	Adding bike lane striping along US 41	5.00 mi		5,000.00	\$	25,000.00
US 41 Streetscape Project	Streetscape project from bridge to Penn Ave	0.35 mi		1,500,000.00	\$	525,000.00
Goethe State Forest/Chiefland Connector Trail	Multi-use trail	2.50 mi		350,000.00	\$	875,000.00
Bicycle Parking retrofit program	Program implementation					
				Sub-Total	\$	4,185,500.00
Land Marks		2	EA	2,000.00	\$	4,000.00
Directional Pedestrian		5	EA	3,000.00	\$	15,000.00
Directional Vehicular		10	EA	5,000.00	\$	50,000.00
				Sub-Total	\$	69,000.00

Parks Plan						
Project	Description	Quantity	Units	Unit Cost	Opinion of Probable Cost	
Ernie Mills Park						
	Amphitheater, volleyball courts, boundless playground	1	LS	200,000.00	\$	200,000.00
Dinkins Park Recommendations						
	canoe and kayak dock	1	LS	50,000.00	\$	50,000.00
	overlook and pavilion	1	LS	25,000.00	\$	25,000.00
New City Park						
	sports complex	1	LS	1,000,000.00	\$	1,000,000.00
	camping	1	LS	25,000.00	\$	25,000.00
	amphitheater/outdoor theater	1	LS	100,000.00	\$	100,000.00
				Sub-Total	\$	1,400,000.00



IMPLEMENTATION PLAN

Funding Options

VISIT FLORIDA Grants

VISIT FLORIDA is the state's official tourism marketing corporation created in 1996. VISIT FLORIDA is not a government agency, but rather a not-for-profit corporation that carries out the work of the Florida Commission on Tourism, which was created as a public-private partnership by the Florida Legislature in 1996. The Commission, in partnership with the Governor's office, took over the functions of what was then the Tourism Division of the Florida Department of Commerce. VISIT FLORIDA maintains the following grant programs:

- Cultural Heritage and Nature Tourism Grant Program: The Cultural Heritage and Nature Tourism (CHNT) Grant Program is a reimbursement program designed to provide funding for multi-county and multi-partner marketing projects for the promotion of Florida's cultural heritage and nature tourism and education efforts. Total funds available for this grant program during the 2012-2013 Fiscal Year (July 1, 2012-June 30, 2013) equal \$140,000.

- Advertising Matching Grants Program: VISIT FLORIDA administers an advertising matching grants program to publicize the tourism advantages of the State of Florida. This program is administered on behalf of the Florida Commission on Tourism, in cooperation with the Governor's Office of Tourism, Trade, and Economic Development. Notices of the grants program are sent out by the second Friday in March. The deadline for applications is the third Friday in April. The total for all grants under this program shall not exceed \$40,000 per year.

Office of Greenways and Trails - The Recreational Trails Program (RTP)

The Recreational Trails Program (RTP) is coordinated by the Office of Greenways and Trails. The RTP is a competitive program that provides grants for projects that provide, renovate, or maintain recreational trails, trailheads, or trailside facilities. The Florida Department of Environmental Protection (FDEP) administers the program in coordination with the U.S. Department of Transportation and the Federal Highway



Grants can help fund the development of trails

Administration (FHWA). Municipal or county governments, state or federal governmental agencies, recognized state and federal Indian tribal governments, and organizations approved by the State are eligible to apply. RTP grants have a minimum 20 percent local match. Applications must be submitted by March 30, 2012.

Small Cities Community Development Block Grant Program

The Community Development Block Grant Program is a federal program that provides funding for housing and community development. The U. S. Department of Housing and Urban Development distributes money to states participating in the Small Cities Community Development Block Grant program based on a formula developed by Congress. Florida has received between \$18 and \$35 million each year since 1983. The program has five preliminary categories:

- Housing
- Neighborhood Revitalization
- Commercial Revitalization
- Economic Development
- Section 108 Loan Guarantee Program

Applications for Economic Development grants may be submitted at any time. Applicants may apply for Housing, Neighborhood, or Commercial grants only if they have no open grants. Grant contracts are written for two-year periods. Applications must meet certain eligibility and national objective requirements, as listed below:

- To qualify under the Low-Moderate National Objective, at least 51 percent of the beneficiaries must be low and moderate income persons. The U. S. Department of Housing and Urban Development has defined a low and moderate income person as one whose total family income is at or below 80 percent of the area's median income.
- Under the Slum and Blight National Objective, the area must be a slum or blighted area as defined by state or local law.
- Activities funded under the Urgent Needs National Objective must alleviate existing conditions that pose a serious and immediate threat to those living in the area and are 18 months or less in origin. Additionally, the local government must demonstrate that it is unable to finance the activity on its own, and that other funding is not available.

IMPLEMENTATION PLAN



Florida Community Trust's Florida Forever Grant Program

Florida Communities Trust is a state land acquisition grant program that provides funding to local governments and eligible non-profit environmental organizations for acquisition of community-based parks, open space, and greenways that further outdoor recreation and natural resource protection needs as identified in local government comprehensive plans. Approximately \$66 million (unless otherwise allocated by the legislature) is available each funding cycle.

Florida Department of Transportation Enhancements

The Transportation Enhancement Program (TEP) is a federal program administered by the Florida Department of Transportation (FDOT). This funding is intended for projects or features that go beyond what has been customarily provided with transportation improvements. This program is for projects that are related to the transportation system, but are beyond what is required through normal mitigation or routinely provided features for transportation improvements. TEP is not a grant program; rather, projects are undertaken by project sponsors and eligible costs are reimbursed. These funds can be used for streetscapes, signage, and roadway improvements.

Bikes Belong Coalition Grant Program

This program assists in the development of bicycle facility projects by providing \$180,000 in grants each year. This program is administered by the Bikes Belong Coalition, which is a bicycle advocacy organization aimed at "putting more people on bikes more often." Contact the Coalition at (303) 449-4893 or visit their website at www.bikesbelong.org.



Blue Run Park was supported by Florida Forever Funds

Florida Recreation and Development Assistance Grant Program

The Florida Recreation and Development Assistance Program provides grants for the acquisition or development of land for public outdoor use or for the construction or renovation of recreational trails. This program is administered by the Florida Department of Environmental Protection, Bureau of Design and Recreation Services. Contact Diane Langston at (850) 488-7896, or visit the program website at www.dep.state.fl.us/parks/bdrs/.

Bike Florida Mini-Grants

This small-scale grant program is established through the sale of "Share the Road" specialty license plates to provide funds for bicycle and pedestrian programs. These grants provide assistance in the purchasing of equipment (such as road or trail signage, bike repair for educational programs), print materials (printing of bicycle safety information, safety signage for bicycle events, trail maps, etc.), or other safety-related projects. Helmet giveaway programs are not considered eligible. The program website can be found at www.bikeflorida.org.

Safe Routes to Schools

The Marion County School District currently submits applications for Safe Routes to Schools funding. This funding would be appropriate for several projects identified in this Plan. The projects identified in this Plan should be considered when applying for Safe Routes to Schools Funding.

Florida Recreation Development Assistance Program

The Florida Recreation Development Assistance Program is a state competitive grant program that provides financial assistance to local governments to develop and/or acquire land for public outdoor recreational purposes; the maximum grant request is \$200,000. For more information, call (850) 245-2501 or email mary.ann.lee@dep.state.fl.us.

Land and Water Conservation

Land and Water Conservation is a federal competitive program which provides grants for acquisition or development of land for public outdoor recreation use. The matching ratio is one applicant dollar to one federal dollar for all grant awards (50% / 50%). The maximum grant request is \$200,000. For more information call (850) 245-2501 or email rita.ventry@dep.state.fl.us.



IMPLEMENTATION PLAN

Florida Boating Improvements Program (FBIP)

The Florida Boating Improvement Program provides funding through competitive grants for boating access projects and other boating-related activities on coastal and/or inland waters of Florida. Eligible program participants include county governments, municipalities and other governmental entities of the State of Florida. There are five different application categories that include channel markers, access facilities, education, and economic development initiatives. For more information email FBIP@MyFWC.com or call (850) 488-5600



View from the boat ramp at Centennial Park



Murals painted at Ernie Mills Park

Conclusion

This Bicycle, Pedestrian, and Blueways Master Plan is the result of the City of Dunnellon proactively working to improve the safety and quality of life of its residents and visitors. Through substantial collaboration among City Officials and Staff, County Representatives, local businesses, other key stakeholders, and the general public, the recommendations included in this Plan were created, refined, and prioritized. As the recommendations outlined in this Plan are implemented, the tremendous resources within and around the City, such as the Withlacoochee Trail and the many parks, will be enhanced and connections will be made to connect origins and key destinations together, thereby improving the conditions for pedestrians, commuters, and recreational cyclists. As the policies and facilities recommended in this Plan are adopted and facilities are constructed, the hope is that people will make the decision to come explore Dunnellon!



Paddling on the Rainbow River



View of the Withlacoochee River
from Dinkins Park



APPENDIX A

EXPLORE DUNNELLON



NEWSLETTER # 1 • APRIL 2011

BICYCLE, PEDESTRIAN, & BLUEWAY MASTER PLAN

EXPLORE DUNNELLON

The City of Dunnellon is creating a Bicycle, Pedestrian, and Blueway Master Plan and needs your input. When completed, *Explore Dunnellon* (the Bicycle, Pedestrian, and Blueway Master Plan) will be a guide to promote an efficient, safe, and interconnected system of bicycling, walking, and paddling opportunities within the City through implementing recommendations for both physical projects and policies. The Explore Dunnellon plan will also address routes to schools, signage throughout the City, and connections with other trails in Marion County.

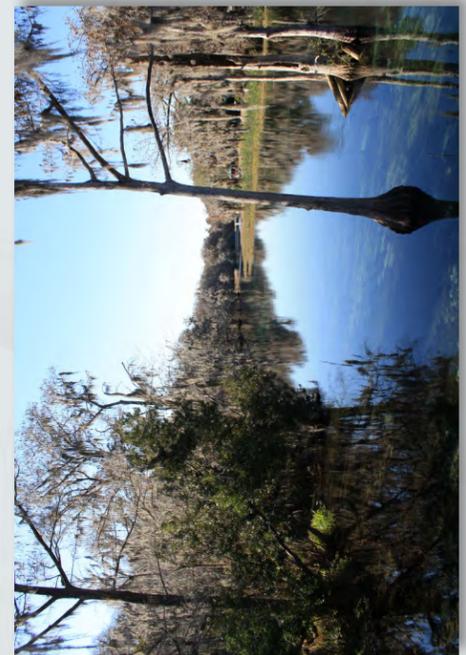
Major tasks of the Explore Dunnellon Master Plan:

- Data Collection of Existing Conditions
- Development of Preliminary Recommendations
- Public Workshop to Prioritize Recommendations
- Master Plan Report
- Bicycle Route Map



The Explore Dunnellon Bicycle, Pedestrian, and Blueway Master Plan is an opportunity for the City to leverage existing natural and recreational resources to expand recreational opportunities within the City, enhance quality of life for the City's residents, improve mobility throughout the City, and expand opportunities for economic development by supporting local businesses and ecotourism.

In the end, the Explore Dunnellon Plan will result in an implementation-focused plan that prioritizes bicycle and pedestrian facilities, enhances connections between these facilities and other modes of transportation, improves access to schools, enhances parks and other recreational opportunities, and leverages both the Rainbow River and Withlacoochee River assets, which will positively benefit Dunnellon.



IT STARTS WITH YOU



Do you have an idea about how to enhance bicycling, walking, or paddling in or around the City of Dunnellon?

If so, plan to attend the Public Workshop to share your ideas and prioritize projects for the Explore Dunnellon Bicycle, Pedestrian, & Blueway Master Plan. Your participation is essential to developing a plan that best suits your community.



EXPLORE
DUNNELLON

W. PENNSYLVANIA AVE.

EXPLORE DUNNELLON MASTER PLAN PUBLIC WORKSHOP

MONDAY, MAY 16, 2011
5:30 P.M. TO 7:30 P.M.

DUNNELLON CITY HALL

The Explore Dunnellon Public Workshop is open to any member of the general public and will provide participants with the opportunity to offer input into the Bicycle, Pedestrian, and Blueway Master Plan. This meeting will allow participants to comment on and prioritize the draft recommendations of the plan. Your input will be used to develop the final Master Plan. The workshop will be held from 5:30 p.m. to 7:30 p.m. at Dunnellon City Hall and will include a brief presentation followed by the opportunity to ask questions and provide input.

AGENDA

- 5:30: Open House
- 5:45: Presentation
- 6:15: Prioritization of recommendations
- 7:30: Workshop adjourns

Explore Dunnellon Project Schedule

	Feb	Mar	Apr	May	Jun	Jul	Aug
Data Collection and Analysis and Stakeholder Interviews							
Develop Draft Recommendations							
Public Meeting to Prioritize Recommendations							
Develop Explore Dunnellon Master Plan							
Develop Bicycle Route Map							
Master Plan Adoption							



Kimley-Horn
and Associates, Inc.