



Home of Honeymoon Island



Skinner Boulevard

Skinner Boulevard (State Road 580)
US Alternate 19 to Bass Blvd

December 13, 2019

2020 FORWARD PINELLAS COMPLETE STREETS PROGRAM CONSTRUCTION PROJECT APPLICATION



Submitted By

City of Dunedin

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In concert with George F. Young, Inc. Transportation Consultants



TABLE OF CONTENTS

A. Executive Summary	3
B. The Area	7
C. The Project	9
D. The People	17
E. The Neighborhood	21
F. Project Costs	24
G. Project Schedule	25
H. The Future	26
APPENDIX	28



A

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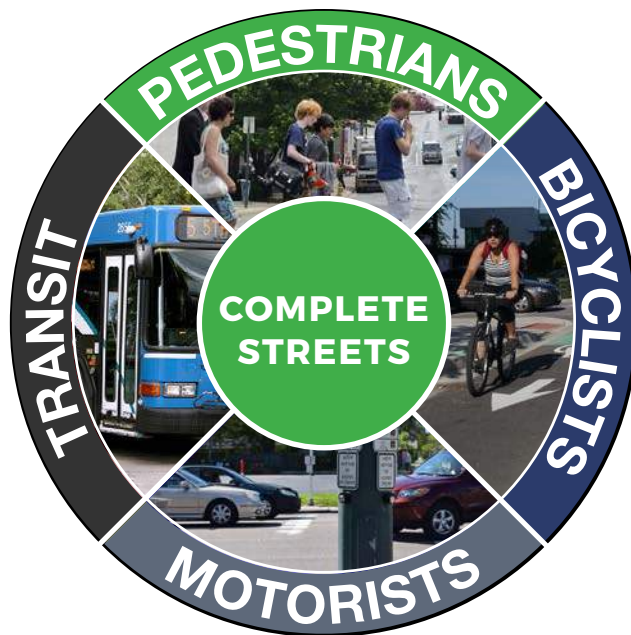
Executive Summary

“Our vision is to preserve, enhance and expand downtown Dunedin’s friendly, quaint and walkable coastal atmosphere while expanding live, work and play opportunities, and promoting sustainable redevelopment through public/private partnerships.”



The City of Dunedin is pleased to submit this application for the Forward Pinellas Complete Streets Program’s, “Construction Project Application”, for financial grant support. If graciously chosen, the grant funding along with the City’s financial share will assist the

City in constructing Skinner Boulevard as the catalyst for positive transformative change. This change will be to reconstruct and transform Skinner Boulevard (State Road 580) as a “Complete Street”, 0.5-mile long, multimodal facility including safety improvements for passenger vehicles, bike lanes, bus bays, multiuse trails, expanded sidewalks, new ramps for disadvantage needs, golf cart facilities, sustainable long term improvements, lighting and innovations such as recent ITS applications at the Fred Marquis Pinellas Trail crossing.



As the Mayor of the City of Dunedin, the primary goal of the City of Dunedin is to provide private and public initiatives for enhancing

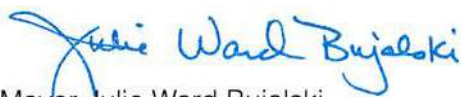
safety while creating economic development, improved physical characteristics, encourage investment in downtown Dunedin, improve the quality of life for residents and establish a framework for the proper evolution of the City. The proposed project is within the limits of the City's Community Redevelopment District, and would serve to unify Dunedin's growing downtown district.

The City of Dunedin administration, the public and private partners of Dunedin fully support the Forward Pinellas task requested by the legislature. Additionally, the City, within the last 4 months, has hosted five advertised workshops with a total of over 200 attendees and one on one meetings with businesses along Skinner Boulevard, presenting several concepts to the residents and business owners of Dunedin. There is overwhelming support for the construction of a Complete Streets project along Skinner Boulevard.

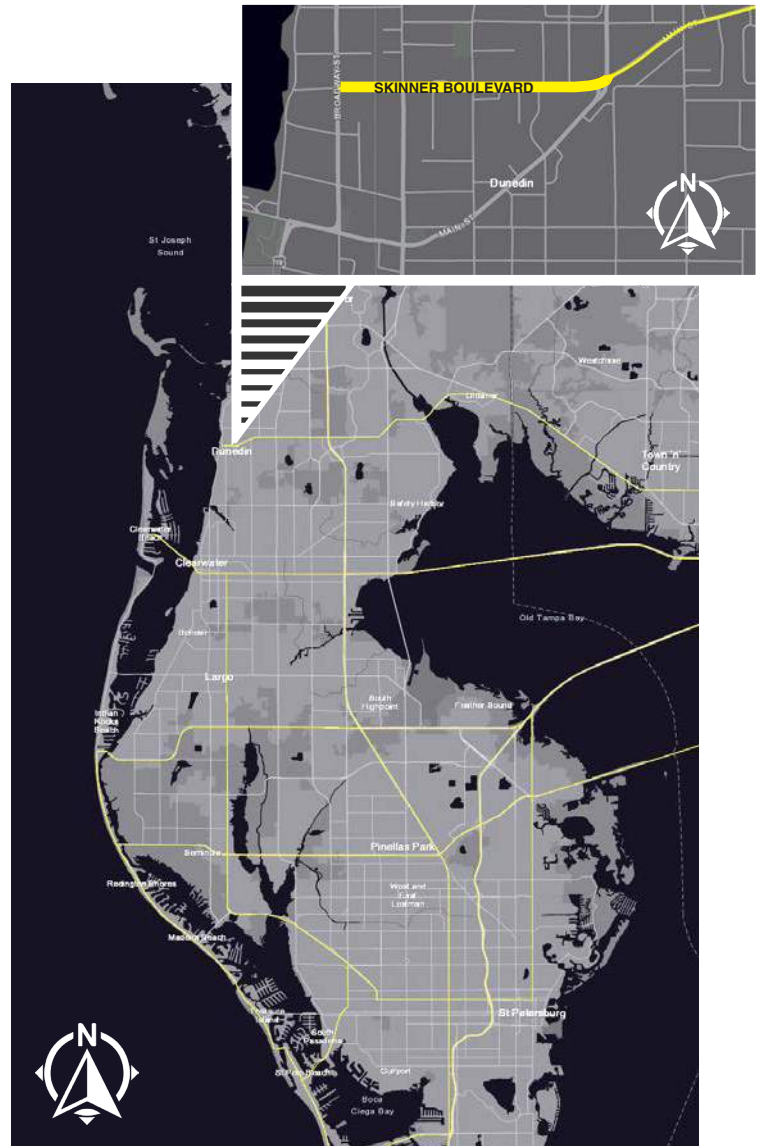
The following contents are in order of the application's needs. We look forward to the Technical Coordinating Committee's recommendations at the January 23, 2020 workshop.

The **Agency Point of Contact** for this project is Robert Ironsmith our Housing and Economic Development Director. He can be reached by phone (727.298.3204) or email (rironsmith@dunedinfl.net) if you need any further information from us.

Thank you again for your consideration,



Mayor Julie Ward Bujalski
City of Dunedin



Application Criteria

Criteria	Response
Application must include a letter or resolution from the applicant's elected Board, documenting community support.	The City Commission approved a resolution on November 19, 2019 in support of the Complete Streets Program and Mayor Julie Ward Bujalski has included in this application a letter of support.
Project must provide / improve accommodations for multiple modes of travel.	All planning concepts include bike lanes, sidewalks of at least 8 feet width, and where possible 10 feet, bus bays separated from the travel lanes, and parking spaces. Additionally, accommodations will be provided for golf carts.
Application must demonstrate how the project will be a catalyst for transformative change.	The project aims to transform Skinner Boulevard from a high speed, passenger vehicle dominated roadway to a multimodal corridor, meeting the needs of many types of users. It will also stimulate economic development.
Applicant is LAP certified	The City is in process to become LAP certified, and is currently working with George F. Young, Inc. who is in ongoing discussions with the FDOT District 7 LAP Administrator, and it is the City's priority to attain LAP certification.
Right-of-Way is 100% secured	Skinner Boulevard (State Road 580), is owned by the Florida Department of Transportation, who has been active in the planning process. There is no need for additional right-of-way or easements.

Application Checklist

	Application Item	Page Number
1	Point of Contact	4
2	Project Location	9
3-a	Pedestrian Accommodations	11
3-aa	Bicycle Facilities	12
3-b	Truncated Sidewalks / Bike Lanes	12
3-c	Transit Service	12
3-d	Transit Accommodations	12
3-e	Safety Concerns	12
3-f	Access to Activity Center	13
3-g	CRA	22
3-h	Street Lighting	13
3-i	Low Income, Disadvantaged, Environmental Justice	13
3-j	Access Management	13
4	Cost Information	24
5	Barriers to Connect Low Income	19
6	Local Planning Requirements	20
7	Project Schedule	25
8	Vacant Parcels	8
9	Underdeveloped benefits from Complete Streets	22
10	Land Use Percentages with ¼ mile	8
11	Located in Environmental Justice Area	13
12	Transportation Disadvantaged Served	10



B The Area

City of Dunedin

The City of Dunedin is located in the north western part of Pinellas County. Dunedin is home to several beaches, including Dunedin Causeway, Honeymoon Island, and Caladesi Island State Park, which is consistently rated among the best beaches in the world. The downtown business district is notable for its absence of large commercial signage, corporate franchise restaurants or chain retail stores and offers more speciality places.



There is a great community of residents and businesses that make up the City of Dunedin and helps define the close knit community that makes it one of the best places to live, work and visit. The city boasts an extensive Volunteer Services section, that enables all citizens the chance to have their opinions expressed and tended to. Currently, there are 32 boards and committees that serve as advisory groups to the City Manager and the City Commission.



Charecteristics of Abutting Properties

Countywide Plan Map Categories

- Residential Very Low (RVL)
- Residential Low Medium (RLM)
- Residential Medium (RM)
- Residential High (RH)
- Office (O)
- Resort (R)
- Retail & Services (R&S)
- Employment (E)
- Industrial (I)
- Public/Semi-Public (P/SP)
- Recreation/Open Space (R/OS)
- Preservation (P)
- Activity Center (AC)
- Multimodal Corridor (MMC)



► Forward Pinellas - Countywide Plan

Abutting and Vacant Properties

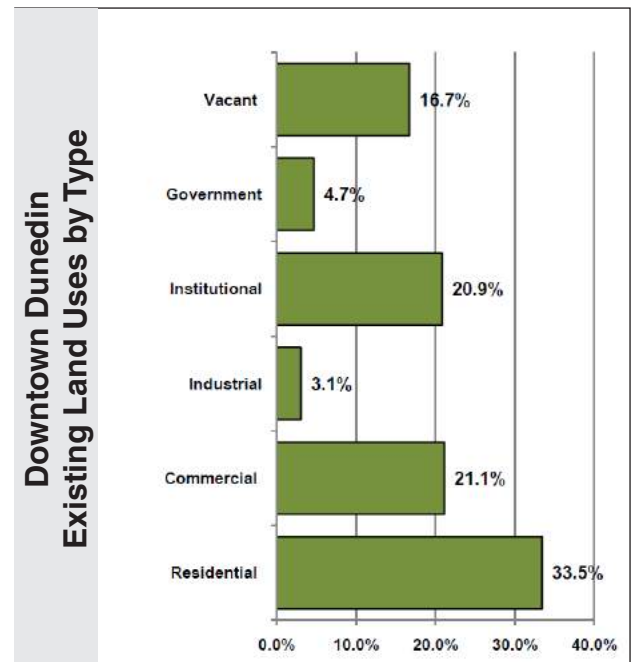
There are 23 buildings (residents and businesses) on the Northside of Skinner, 11 on the Southside of Skinner. Fifteen them are Businesses on the Northside and 6 businesses on the Southside. The only vacant piece of property in that corridor is the Gateway parcel, which is in the design phase of development. About 65% of the dwellings are aging and require maintenance and attention.

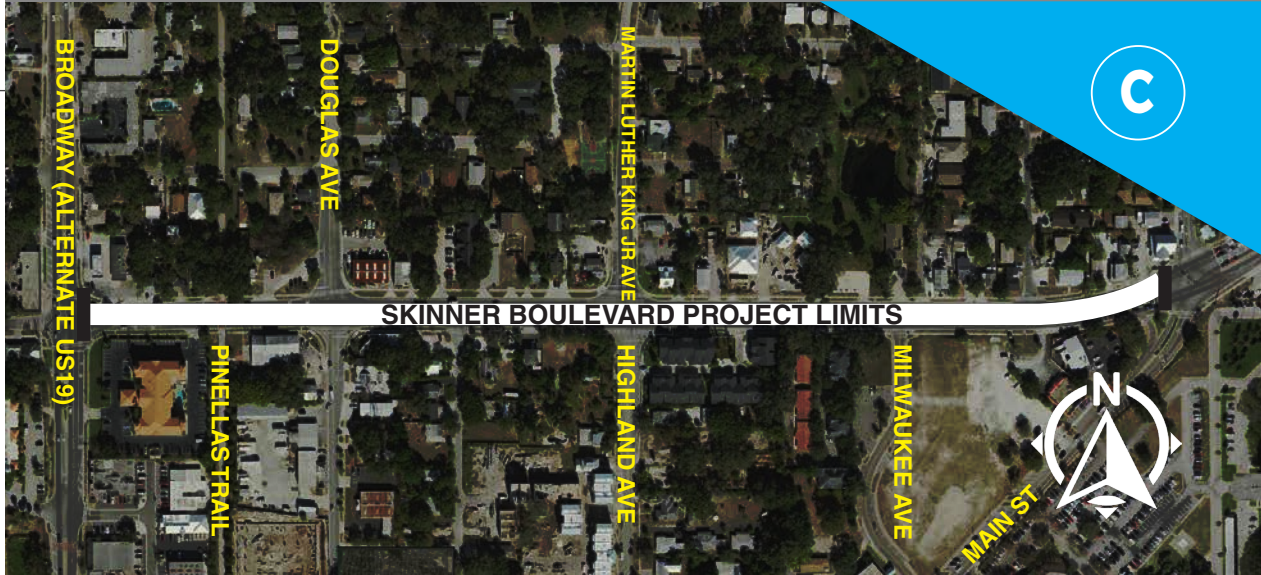
Underutilized Properties on Skinner Boulevard

Many of the parcels on Skinner Boulevard are commercial buildings with limited parking. These businesses get the majority of their sales from walk-ins. By creating a more walkable Skinner Boulevard and adding additional street parking these businesses should see growth in their sales. As part of assiting with change, the City of Dunedin has encouraged multi-use development on this corridor by facilitating land use and zoning changes as shown in the above map. Skinner Boulevard is part of the City's Community Redevelopment Area.

Dunedin Demographics Profile

Statistic	Dunedin
Population	35,538
Population density (sq mi)	3,420
Median age	52.5
Male/Female ratio	0.8:1
Married	58%
Speak English	89%
Speak Spanish	6%





► Project Location and Limits

© The Project

Plan, design and construct Skinner Boulevard to meet the needs of every community member and create an environment where every resident can travel safely and conveniently.

Project Background

Skinner Boulevard has five lanes and carries approximately 12,000 vehicles per day within the project limits. Skinner Boulevard is currently four lanes at the signal at Alternate US 19 and four lanes east of Bass Boulevard/Main Street. At its widest Skinner Boulevard has 5 lanes for automobiles, and with the proposed road diet, an environment will be created to enhance the roadway for all users.

The project segment is a vibrant mixed use corridor and activity center. There are many destination points along this corridor including Clear Sky Draught Haus, Beyond the Wall Bed and Breakfast, Happy's Bayou Bites, and Eli's Bar-B-Que. Other popular retail stores, restaurants and breweries are located on Skinner Boulevard. Several apartment complexes, office buildings, as well as a new medical center at Milwaukee Avenue is being built today as well. Along with driving, walking and cycling, golf carting has become an increasingly popular method of travel among many of the residents of Dunedin. The proposed project will address the needs of all these modes of travel.





► Conceptual Streetscape

- | | | | |
|--|--|--|---------------------------------------|
| | Improve Safety of All Travel Modes | | Stimulate Economic Development |
| | Improve Mobility for Pedestrians, Bicyclists, Motorists, Golf Carts, and Transit Users | | Promote and Incorporate Active Design |
| | Create a Sense of Place and Center of Activity | | Create a Sustainable Corridor |
| | Strengthen Neighborhood Cohesiveness | | Reduce Average Travel Speed |

Typical Plan View



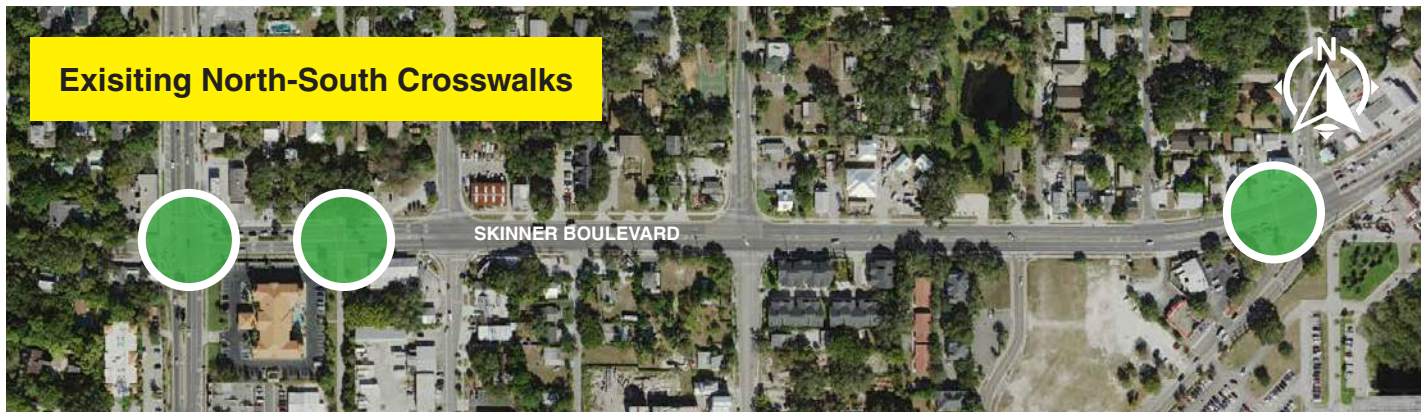
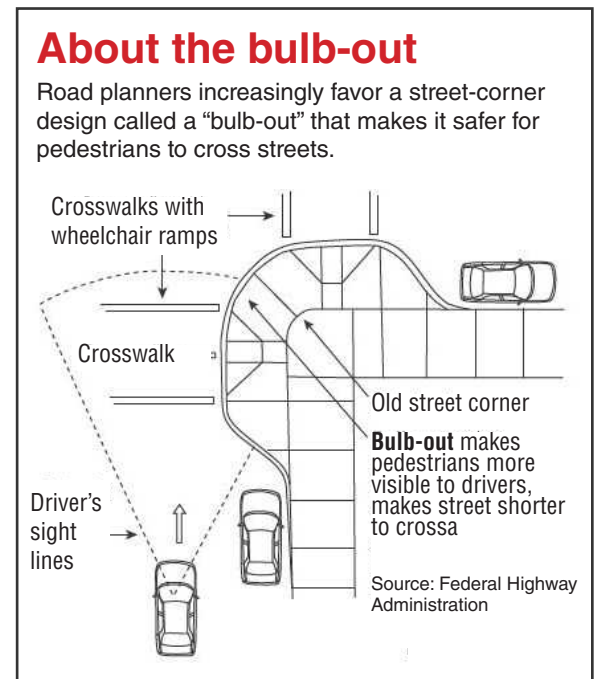
10'	6'	10'	7'	12'	10'	Lane	Bike Path	Parking	Green Space	Sidewalk
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Proposed Improvements

The immediate improvements would be to add mast arm signal at Bass Boulevard, matching those throughout the downtown area, and decreasing the travel lanes at the crossing of Fred Marquis Pinellas Trail. In addition improvements along the trail will be made to boost safety for trail users.

Plan improvements would include bulb-outs, pedestrian refuge islands at the medians, and at least one roundabout that would decrease the travel speed along Skinner Boulevard. These enhancements combined with bike lanes, improved pedestrian facilities, lighting, and greenspace will transform Skinner Boulevard.

The proposed improvements along Skinner Boulevard include maintaining 2 12' lanes in each direction and converting the existing reverse turn lane into a landscaped median.



Pedestrian Accommodations

The existing sidewalks along Skinner Boulevard are five to six feet wide. However, within the project limits, excluding the Fred Marquis Pinellas Trail, the only crosswalks are at the ends, Bass Boulevard/Main Street and Alternate US Highway 19, leading to many pedestrians crossing five lanes of traffic at their own risk. With the appeal and walkability of Dunedin's downtown, many residents would like to walk to the businesses and restaurants and the lack of crosswalks inhibits their ability to safely access downtown without a car.

All planned alternatives include at least 8' sidewalks on both sides of the roadway throughout the corridor, and where ROW allows, a 10' multi-use trail on one side of the roadway. Additional crosswalks at Martin Luther King Jr Avenue/Highland Avenue intersection and at the Douglas Avenue intersection are included in planned alternatives.

Bicycle Facilities

The existing bicycle facilities along Skinner Boulevard include 5' bike lanes adjacent to the travel lane. Due to the speed and the number of lanes along Skinner Boulevard and the proximity of more bike-friendly streets throughout downtown Dunedin, the bike lanes along Skinner Boulevard are used infrequently. The proposed improvements include at least 7' bike lane on each side of the roadway and a 10' multi-use trail.



Truncating Sidewalks and Bike Facilities

Existing sidewalks along Alternate US 19, Douglas Avenue, Martin Luther King Jr. Avenue, Highland Avenue, and Milwaukee Avenue tie into the sidewalk along Skinner Boulevard. All planning concepts will maintain these connections.



Transit Service

An Existing PSTA route 78 and the Jolley Trolley service operate through the corridor with frequencies of 20 – 45 minutes. Enhanced stop features including shelters are proposed along with separated bus bays. Coordination with PSTA on the placement of transit stops throughout the corridor will occur.

Safety Concerns

Safety along Skinner Boulevard is a major concern. Eighty (80) crashes occurred along the corridor since 2014, with many at the trail crossing. In 2019, After a cooperative project between FDOT, the City of Dunedin, Forward Pinellas and Pinellas County, new technology has been added where the trail's intersects with State Road 580. A rectangular rapid flash beacon with a thermal traffic sensor was installed at the crossing. The thermal imaging sensor automatically detects bicyclists on the trail approaching SR-580 and automatically activates the flashing lights. The detection zone is from the bollards on the trail to SR-580.



► New thermal sensor installed at the Trail Crossing that automatically activates the flashing lights for bicyclists crossing Skinner Boulevard.

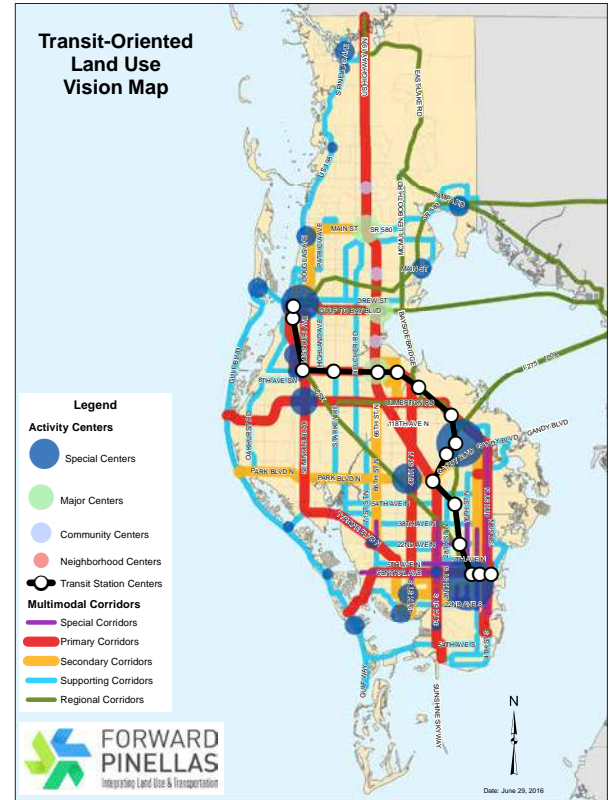


Access to Activity Centers / Multimodal Corridors

Skinner Boulevard lies within a Special Activity Center and is along Secondary transit corridor, as designated on Forward Pinellas's Transit Oriented Land Use Vision Map.

Environmental Justice Area

The neighborhood North of Skinner Blvd. has a comparatively large number of older and lower income residents living in a densely populated and heavily multifamily area. Incomes are low because many are retired and on a fixed income. A higher percentage of residents are also burdened with more than 30% of their income going to housing costs. In addition, almost 30% of residents do not have a car. Due to this factor higher percentages use the bus, but virtually none bike or walk to work as Skinner Boulevard currently is not biking or walking friendly. Skinner Blvd currently does not meet the criteria as an Environmental Justice Area. **With the redesign of Skinner Blvd as a complete streets project, lower income residents will have access to various transportation options.**



Lighting

Skinner Blvd, as a Complete Street will feature enhanced lighting utilizing LED solutions that will provide for safer travel for vehicles, pedestrians, cyclists and golf carts.

Access Management Strategies

Several access management strategies will be implemented from combining two existing adjacent accesses into a singular access point. The addition of the landscaped median through much of the project will convert several full access driveways into right in – right out driveways.

Wider Separated Sidewalks

Although Skinner Boulevard has continuous sidewalks, there is opportunity to enhance the current pedestrian environment by separating the sidewalk and increasing it to at least eight feet wide as part of roadway improvements or as part of a developer enhancement of the business frontage. Removing utility conflicts, increasing frontage landscaping, and adding streetscape amenities like benches are being considered.



► LED lighting provides better visibility to drivers and pedestrians over standard lighting.



► Wider sidewalks can increase foot traffic for businesses and have social benefits such as connecting people.

Drainage

There are no existing drainage issues on Skinner Boulevard.

Drainage infrastructure is underutilized and by reducing Skinner to two lanes with medians will ensue drainage is more than adequate for the construction of Skinner Blvd.

Landscaping

Landscape plants provide a variety of benefits within the streetscape. Studies have documented that shade trees and other associated landscaping entice users to visit businesses more often, to stay longer, to spend at higher price points, and to recommend the area to other people. For residents, landscaped streetscapes encourage active use (walking and cycling) and create a sense of security, community pride, and emotional well-being. Shade trees and other landscaping are proven to be a vital component of a healthy community and provide environmental mitigation of urban impacts.

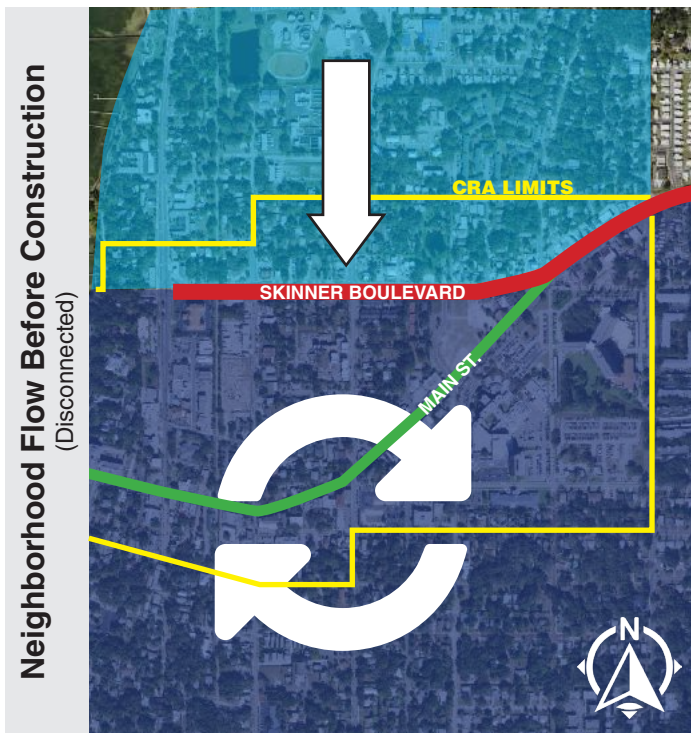


► Landscaped Roundabout. Photo courtesy of City of Bonita Springs.

Golf Cart Crossings

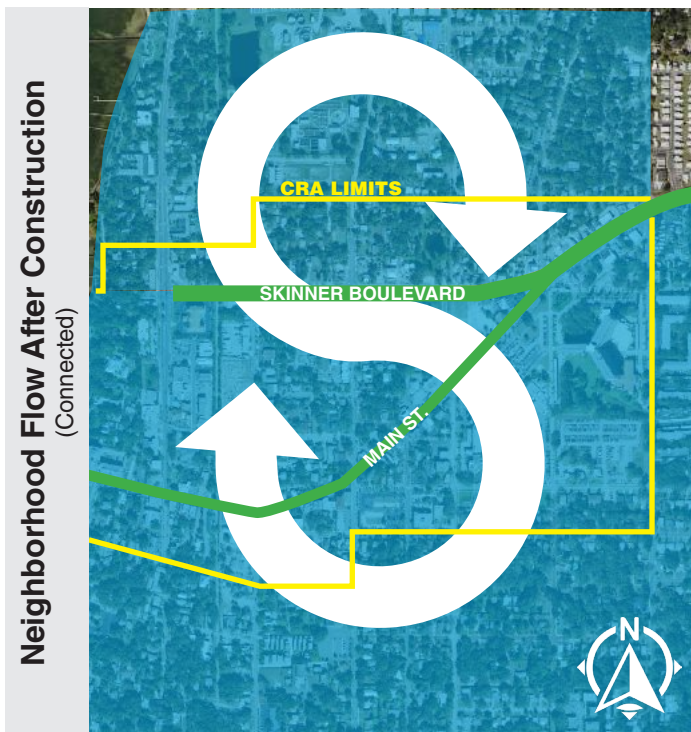
The City of Dunedin has a significant golf carting community, there's an estimated 300 golf carts within the City. In March 2019, in an effort to increase accessibility for golf carts, the City of Dunedin requested a golf cart crossing at the intersection of Skinner Blvd and Bass Blvd. The Florida Department of Transportation approved golf cart crossings at Bass Boulevard and Main Street at State Road 580 (Skinner Boulevard), as well as along U.S. Alt. 19 at Monroe Street and Palm Boulevard. The Skinner Boulevard crossing provides a necessary connection to downtown Dunedin for golf carters in the neighborhoods north of Skinner Blvd and State Road 580. This crossing is an important first step to transform Skinner Blvd into a multimodal corridor.





Unifying and Connecting the City

One of the main goals with this project is to unify all of Dunedin, making it a safer, walkable, livable area. Within the city Skinner Boulevard acts as a major impediment for residents and businesses on the north side. The high speed traffic and the lack of safe crosswalks makes Skinner Boulevard a difficult, high risk road to cross.



Skinner Boulevard Construction Objectives:

- Incorporate “green infrastructure” to the greatest extent feasible
- Create and/or improve community identity by coordinating improvements to the streetscape and the surrounding corridor to achieve a consistent look and feel or carry through a specific “theme.”
- Create an “outdoor room” along the street to establish a sense of place and improve the comfort and overall experience of all users, particularly pedestrians and bicyclists.
- Create communities and corridors using a holistic perspective when considering land uses and the design context of street and corridor improvements.
- Encourage the use of shared driveways to reduce the total number of driveways along Skinner Boulevard to improve overall mobility and safety for all modes of travel.
- Encourage the use of shared parking facilities and reduced parking requirements.
- Design corridors that equitably accommodate all users and complement the unique characteristics of the surrounding community and mix of uses.

Project Design

Plan, design and construct Skinner Boulevard to meet the needs of every mode of transportation and create an environment where they can travel safely and conveniently.





The People

Downtown Dunedin is recognized as one of Florida's most successful small waterfront redevelopment areas as a result of its active, charming and walkable environment, and the focused and sustained commitment on the part of the City's elected officials, management staff, engaged citizenry, Merchants Association, and CRA Advisory Committee. It includes a mix of restaurants, commercial establishments, residences, offices, and public open spaces that complement two important community assets: a prime waterfront and the Pinellas Trail. Downtown has changed dramatically over the past 30 years and is recognized as "one of the best places to live" according to a report from CNN/Money Magazine.

From the moment you first enter Dunedin, you will feel at home. There is an indescribable sense of comfort, quaintness, and charm to Dunedin. The City offers some of the best dining in Tampa Bay, world-class major-league baseball, art and culture, and even the #1 Beach in America! All of this with a touch of Southern charm. Dunedin is popular with tourists and includes numerous shops, bars, dining options, and nightlife. A Downtown Market is held regularly as well as special events and a 2nd Friday Art Walk.

Growth

The City of Dunedin is a vibrant community that has been going through a renaissance in the last 10 years. Population and development have been increasing and the downtown area have had a resurgence in popularity as the City has attracted and invested heavily in infrastructure that makes the City a more welcoming, walkable community.



► Dunedin has market events that is attended by residents and visitors every month.



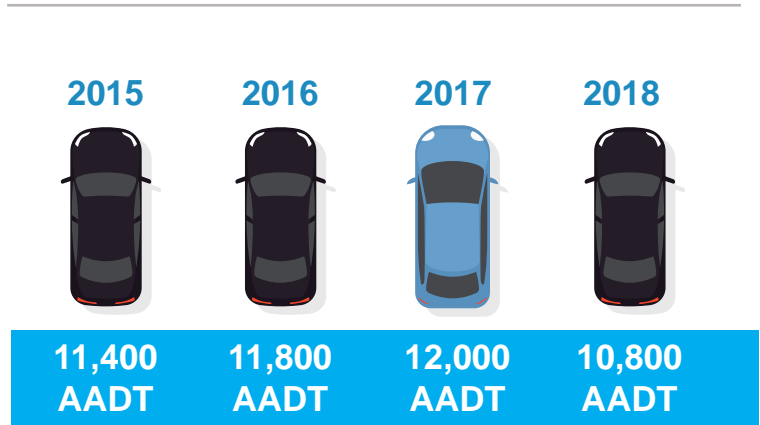
► Residents attending the Skinner Boulevard Public Workshop



► Public art display along Skinner Boulevard.

As the downtown area has grown the City has seen great success on Main Street while complaints continued to pour in regarding the safety of Skinner Boulevard. Being one of the main roads through Pinellas County and Dunedin it is used by many drivers to get to Dunedin's popular beaches and the Blue Jays Spring Training Baseball stadium. Skinner sees a high number of vehicles every day (12,000 AADT in 2017). When combining the 5-lane road with an average speed limit of 40MPH and very few pedestrian crossings, Skinner is a dangerous road for residents, visitors and drivers.

Skinner Blvd Annual Average Daily Traffic (AADT)



"Speed limit needs to be reduced now"



COLLEEN PAIGE
Resident

"As a cyclist who often uses the Pinellas Trail, I am often uncomfortable at the Pinellas Trail/Skinner crossing. I have seen many vehicles cruise right on through the flashing lights; I think out-of-towners and distracted drivers don't even see the crossing until it's too late to stop."



LOU TAYLOR
Resident

3.92
Golf Cart
Crossings

3.88
Lighting

3.81
Roundabouts

3.62
Mid-Block
Crossings

Top Recommendations from Public Survey

(Average Ranking from 1-5)

Workshops: Discussion and Feedback

When it was announced the City was investing in fixing the problems of Skinner Boulevard the support from the public was resoundingly positive. The City worked closely with the public and local businesses, receiving feedback and suggestions. The City held three public workshops including discussions of the project during City Commission meetings to determine the best solutions. Feedback from the public was critical in identifying the main problems and the improvements needed for Skinner Boulevard. During the workshops, the participants filled out comment cards. Most comments revolved around safety, speed limits, crosswalks, and pedestrian safety measures.

Modes of Transportation

Residents and visitors utilize Skinner with a variety of transportation types. Walking, biking, jogging, golf carts, etc. all utilize this corridor even with its unsafe, existing conditions. Since 2014, 80 accidents have occurred in the project limits. With the Pinellas Trail crossing, Skinner Boulevard experiences a large number of bicyclists. According to the Tampa Bay Times, the intersection of Douglas Avenue and Skinner Boulevard is one of the eleven most treacherous and dangerous intersection in Tampa Bay.

Dunedin has a high population of elderly residents. A lot of these residents depend on assisted mobility such as electric scooter/ wheelchairs and golf carts to get around the City. Facilities such as more crosswalks and lighted areas are among the top requests from residents during public workshops.

Transit

Within the project limits, the Pinellas Suncoast Transit Authority has 5 bus stops along its corridor. For the residents of Dunedin, public transportation is an extremely valuable resource to their everyday lives. From getting to work to getting to other areas of Dunedin and Pinellas County these bus stops see a lot of use. With the sometime unpredictable Florida weather, residents have asked for bus shelters at bus stops to provide shading and protection from the weather. Currently, none of these stops have shelters or trees that provide shading for passengers.

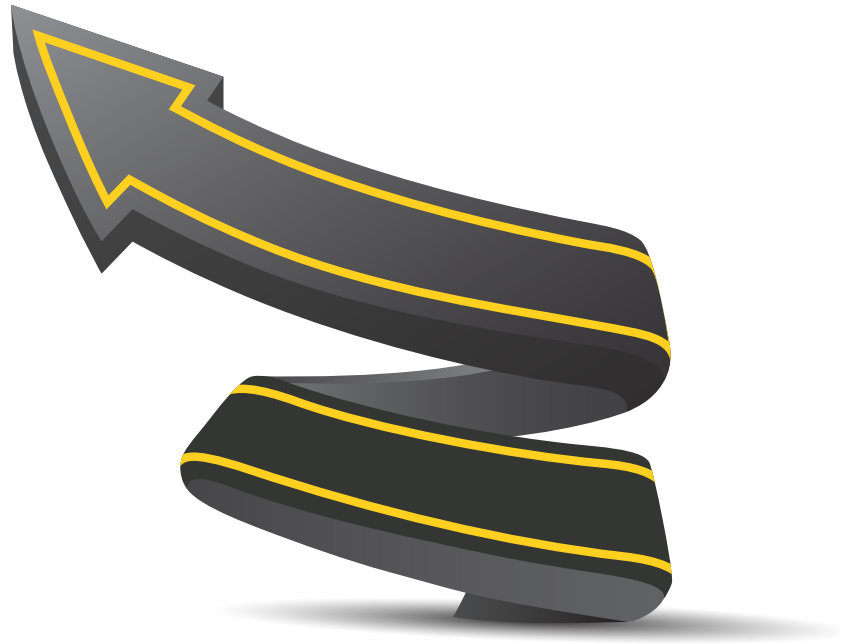
These bus stops also act as stops for the Jolley Trolley that goes from Clearwater, through Dunedin, and to Tarpon Springs. The trolley has been a great alternate mode of transportation in the area that not only connects parts of Dunedin but all the Northwest Pinellas communities. A goal is to make riders of the trolley want to stop along Skinner Boulevard and shop the local businesses, creating more economic growth for the Skinner Boulevard corridor. Overall, along this corridor construction will improve safety for bus riders.



The City and its residents are in favor of construction of Skinner Boulevard. As a complete streets initiative, everyone sees it as an opportunity for continued growth and a great way to connect citizens of Dunedin on both the North and South side of Skinner Boulevard.

Growth Opportunity

Over the last 10 years, the City of Dunedin has made changes to the land use requirements to develop the downtown area into a more mixed-use area, which has developed into numerous projects that combine residential and commercial aspects. As these new projects continue, Skinner Boulevard will see a significant increase in residents thus making the improvements to Skinner a top priority for the City and for its residents and businesses. Furthermore, the construction of Skinner Boulevard will attract more development as the sense of community, walkability, and safety improves within the corridor.





The Neighborhood



Accessibility, Visibility, Safety. Walking down Skinner Boulevard opens you to quaint, small local businesses that give Dunedin its hometown feeling. From a bicycle shop, to the smell of fresh barbeque or even to art classes, Skinner Boulevard is surrounded by a great business community. Driving down Skinner Boulevard is a different story, with a speed limit of 35 MPH, most drivers are doing 40 MPH. At this speed most drivers miss the opportunity to see and stop at local businesses.

With the construction of Skinner Boulevard businesses along the corridor are excited about the transformation that will help attract more customers while also keeping their customers safe. Businesses have stressed at public meetings that their customers do not feel safe crossing Skinner Boulevard. The safety concern has created a feeling of isolation, a barrier between the north and south parts of downtown Dunedin. Customers who shop or take part in a class on the north side of Skinner do not risk crossing Skinner to get to the restaurants on the south side because of safety concerns. For such a short corridor, (1/2 mile) the lack of pedestrian safety infrastructure, especially lack of crosswalks, encourages pedestrians to drive short distances to get to different destinations in the area.



► Kafe Racer is a local commuter and road bicycle shop that provides service and sales to locals as well as Pinellas Trail Bicyclists.



► Happy's Bayou Bites has a 4.5 star rating on Yelp and is a popular restaurant on Skinner Boulevard with outside seating.



► Mark and Michelle recently opened 'Beyond The Wall Bed and Breakfast', a new hot spot for tourists, located on the north side of Skinner Boulevard.



► Rick's Picks a local family owned Business on Skinner Boulevard that specializes in unique art and jewelry.

Community Redevelopment Agency

The City of Dunedin's Community Redevelopment Agency (CRA) has identified Skinner Boulevard as a main area of focus. The CRA guides private and public initiatives for creating economic development improved physical characteristics, encourage investment, improve the quality of life for residents and businesses while establishing a framework for the proper evolution of the CRA District. The Skinner Boulevard construction touches on all those aspects and the CRA has been an active proponent of this project, identifying Skinner Boulevard construction as one of Dunedin's "Main Development Corridors".



► City of Dunedin's Community Redevelopment Agency Limits

Being a business owner I'm excited about providing more accessibility to the "other side" side of town. My customers can't easily get to Main Street to a restaurant after class. "

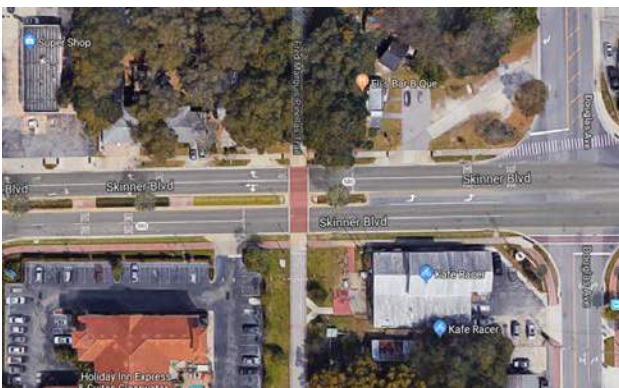


PAM PAWL
Owner of Pam Textiles

"Skinner Boulevard is a great opportunity for the City to have a second quaint, walkable space"



JIM HENKEL
Resident



Benefits of Complete Streets Capitalizing on Opportunities

On the west end of the corridor the Pinellas Trail crosses Skinner Boulevard. The trail attracts thousands of local residents and tourists every day. People use the trail to jog, bike, walk, otherwise stay active. These activities are capitalized by downtown retail and restaurant establishments and compliment City recreational activities in downtown parks. Unfortunately, Skinner Boulevard does not capitalize on this traffic as much as the other corridors such as Main Street. Where Main Street is more welcoming and safer, Skinner, by contrast, is unwelcoming with the high-speed traffic and lack of safe infrastructure for pedestrians. Even with existing bike lanes, novice cyclists or families biking the trail do not feel safe biking on those bike lanes. Businesses have noticed that this is affecting their success and are encouraging the transformation of Skinner Boulevard.

Discussion and Feedback

On December 1st, 2018 the City of Dunedin held a public project walkthrough on Skinner Boulevard where City officials walked the corridor explaining concepts and improvements while answering and receiving feedback from residents and businesses. The walkthrough was attended by City officials, residents, businesses, developers and architects. The support from the community on the project continues to be overwhelmingly positive, especially with the local businesses. ***With additional crosswalks, lower speed limit, street parking, and overall safety improvements businesses are looking forward to the transformation of Skinner Boulevard.***



► Skinner Boulevard walkthrough with residents and businesses on December 1, 2018.



Investing in New Business Sectors

The City of Dunedin aspires to create a network of support for small business startups and strategic growth. In a concerted effort to diversify an economic core that to date had been predominantly retail and service oriented (76%), City officials signed an Agreement with the Florida Business Incubator in October 2016 to provide Spark Tank Think Tanks in the City of Dunedin.

Attracting More Customers

Local businesses organize charity events to encourage residents to shop along Skinner Boulevard, while the proceeds go back into the community.





Project Costs

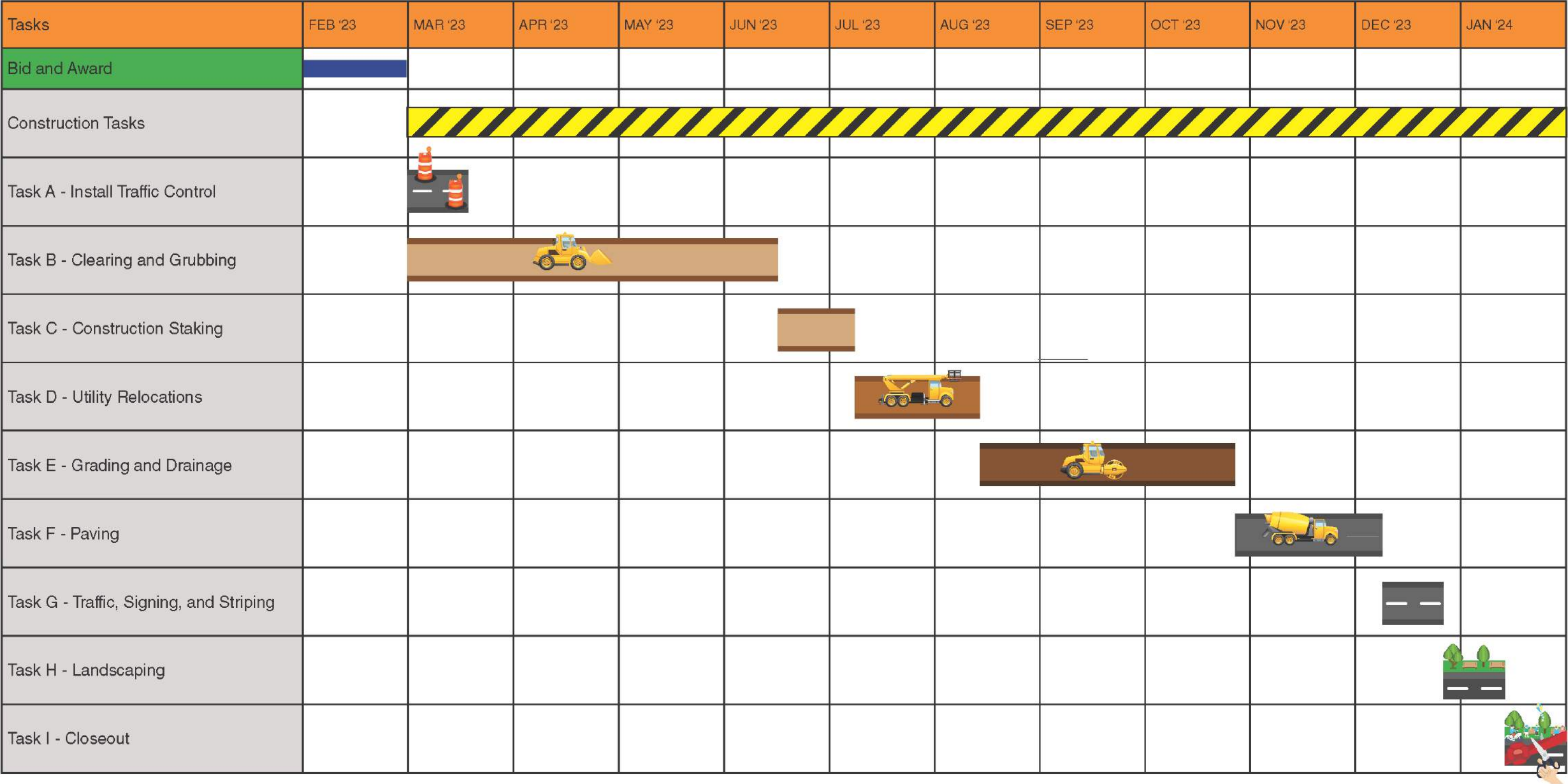
Items	Cost
MOBILIZATION	\$ 165,000.00
MAINTENANCE OF TRAFFIC	\$ 190,000.00
CLEARING AND GRUBBING	\$ 270,000.00
SUBBASE AND CURBING	\$ 190,000.00
ROADWAY GEOMETRY/PAVEMENT/ASPHALT	\$ 650,000.00
TRAIL CROSSING	\$ 110,000.00
TRAFFIC SIGNAL UPGRADE (BASS/MAIN)	\$ 275,000.00
LANDSCAPING/LIGHTING	\$ 135,000.00
SIGNING AND MARKING	\$ 90,000.00
ELECTRICAL UNDERGROUNDING	\$ 2,500,000.00
OTHER (INNOVATION)	\$ 125,000.00
TOTAL COST	\$ 4,700,000.00

The City of Dunedin has budgeted \$2.7 million dollars for the construction of Skinner Boulevard in 2022.

G

Project Schedule

Skinner Boulevard Construction Schedule





The Future



City of Dunedin will develop and maintain a safe and accessible transportation network that provides alternative options for all users, coordinates adjacent land uses and promotes a more livable community for people of all ages and abilities. The transportation network will improve public health and safety, while encouraging economic activity, community character, livability, and equity in order to enhance the quality of life for Dunedin residents and visitors over the long-term.

Complete Street designed roadways offer better transportation options, improve public health, support an aging population, advance economic development, invest in underserved communities, help children get to and from school, and keep people safe while biking and walking. The benefits of Complete Streets include: better access to safe streets for all, increased opportunities for active transportation, improved individual health, improvements to overall air quality, promotion of equal opportunities, and decreased accidents throughout the City.

Complete Streets core values support long-term safety, health, mobility, economic viability, livability, sustainability, environmental protections, equity, and quality of life in the county through thoughtful street-level improvements to the built environment that make the safe and active choice the easy choice for all users.

A cohesive transportation network unifies the individual efforts of various entities by ensuring gaps are filled and crucial connections are made. This policy encourages the expansion of integrated public transportation opportunities, bicycle and pedestrian facilities, and infrastructure throughout Dunedin and the surrounding region. These services and facility improvements will serve to increase personal mobility and travel choices, conserve energy resources, preserve air quality, and foster economic growth in the City of Dunedin.

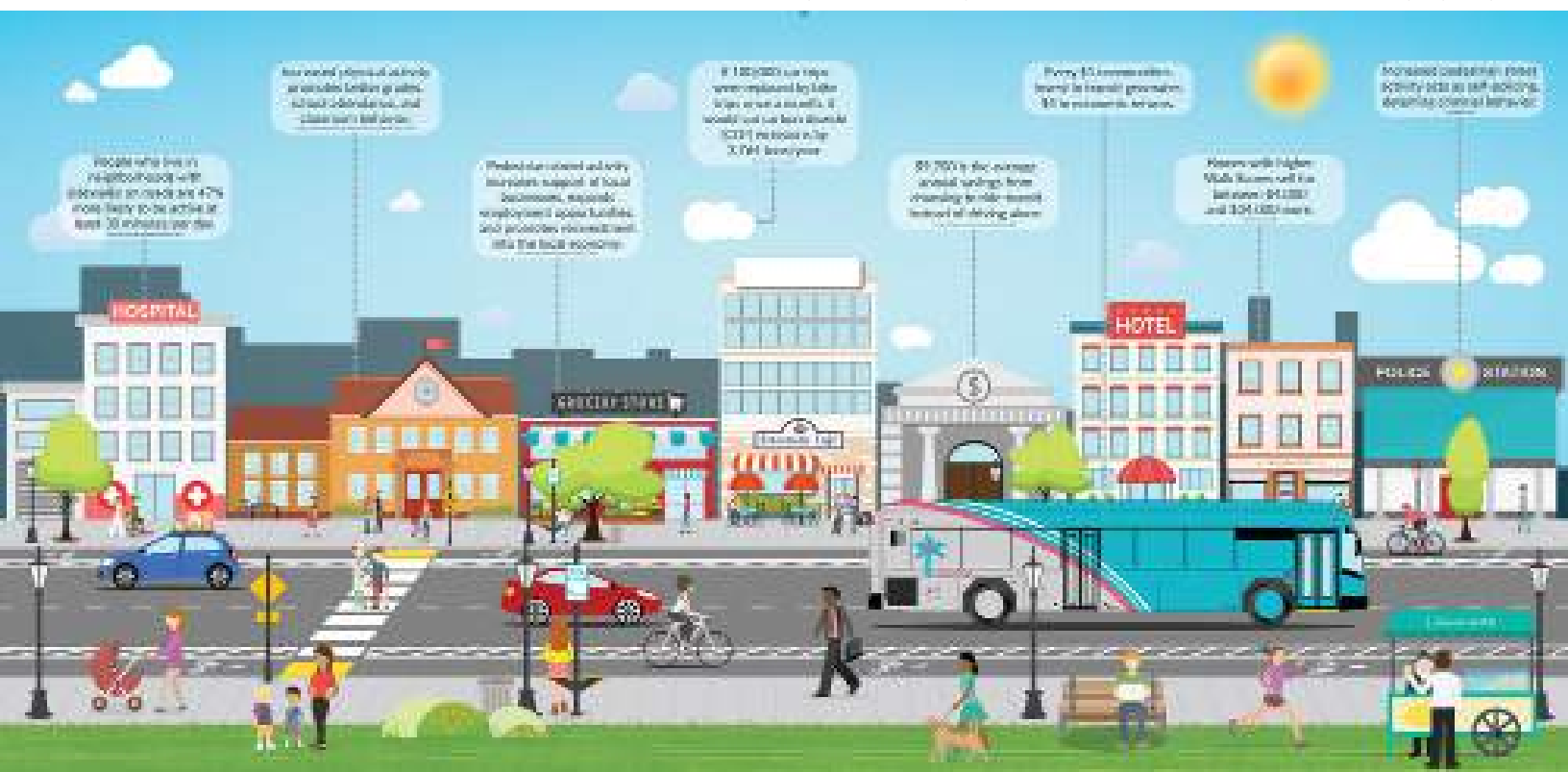
Dunedin's General Transportation Plan Goals

1. Provide mobility for current and future residents through complete streets and through a balanced and interconnected transportation system which includes all modes of travel - automobile, transit, pedestrian and bicycling.
2. Provide a balanced and integrated roadway system that maximizes the mobility of people and goods in a safe and efficient manner.
3. Promote a balanced and integrated transit system to maximize mobility in a safe and efficient manner.
4. Provide safe, continuous, efficient, integrated, and accessible bicycle and pedestrian systems that encourage the use of the bicycle and walking as a viable transportation mode and as a form of recreation and exercise.
5. Manage travel demand on the roadway system and maximize the operating efficiency of transportation facilities in order to reduce impacts on air quality and to minimize the need for new or expanded facilities.
6. "Smart Growth Streets" that enable safe and efficient mobility and access for all users holistically considering the adjacent corridor, surrounding community and natural environment while allowing for more flexibility in the design of street and corridor improvements.



COMPLETE STREETS ARE FOR EVERYONE

▼ Infographic courtesy of the Palm Beach Transportation Planning Agency



APPENDIX

RESOLUTION 19-49

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF DUNEDIN AUTHORIZING THE CITY MANAGER TO APPLY FOR A GRANT FOR FUNDS FROM FORWARD PINELLAS COMPLETE STREETS GRANT APPLICATION FOR THE PURPOSE OF THE SKINNER BOULEVARD COMPLETE STREETS PROJECT; FINDING THAT A PUBLIC PURPOSE WILL BE SERVED BY APPLYING FOR SUCH FUNDS; PROVIDING FOR ACCEPTANCE OF SUCH GRANT AND PROVIDING FOR AN EFFECTIVE DATE HEREOF.

WHEREAS, the City Manager has recommended to the City Commission that the City apply to Forward Pinellas for grant funds in the amount of \$1,000,000 (one million dollars) for the purpose of the Skinner Boulevard Complete Streets Project; and

WHEREAS, the City Commission finds that applying for such grant funds and accomplishing the project for which the grant funds are received serves a public purpose and will represent a benefit to the citizens of the City of Dunedin; now, therefore

BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF DUNEDIN, FLORIDA, IN SESSION DULY ASSEMBLED:

Section 1. That the City Manager is authorized to execute the application documents and to do the studies, evaluations or other matters necessary to apply for a grant to the Forward Pinellas for grant funds for the purpose of Skinner Boulevard Complete Streets Project.

Section 2. That the City Commission of the City of Dunedin finds that a public purpose is served by applying for the aforesaid grant and making the necessary expenditures and commitments to submit such application.

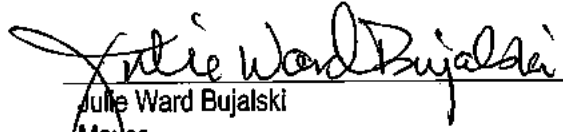
Section 3. That the City Manager is hereby authorized to accept the grant if it is awarded on substantially the terms and in the amount reflected in the


application. In the event there is a material difference in the terms of the grant, or in the amount of the grant awarded to the City, acceptance of the grant will be by motion of the City Commission.

Section 4. That this Resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED BY THE CITY COMMISSION OF THE CITY OF DUNEDIN, FLORIDA, THIS 19th day of November, 2019.




Julie Ward Bujalski
Mayor


Rebecca Schlichter
City Clerk