

**Agenda Item:** 3.f

**Meeting Date:** December 4, 2025

## **MEMORANDUM**

**To:** City Commission

**Through:**

**From:** Kathy Gademer

**Date:** 2025-11-14

**Subject:** Request to review and approve Resolution 25-32 adopting the update to the Multi-Modal Transportation Master Plan.

**Presenter(s):** George Kinney, AICP, Community Development Director; Kathy Gademer, AICP, PMP, Project Manager, Hanna Shaffer, AICP, CNU-A, Kimley-Horn

**Staff Recommendation:** Recommend approval to Resolution 25-32 adopting the Multi-modal Transportation Master Plan.

**Strategic Themes:** Multi-Modal Transit

**Boards & Committees:** City of Dunedin Public Safety Committee (May and November)  
Forward Pinellas Bicycle Pedestrian Advisory Committee (May and November)  
Dunedin Council of Organizations (November)

**Budget Impact:** \$75,000. This amount was approved in the FY2025 budget process as a BPI.

**Past Action:** On October 7, 2025, The City Commission heard a presentation and opined on the updates to the Citywide Multi-Modal Transportation Master Plan.  
On January 20, 2022, The City Commission adopted the Citywide Multimodal Transportation Master Plan,  
On November 10, 2011, The City Commission heard a presentation and adopted the City's first Bicycle / Pedestrian Master Plan.

**Next Action:** N/A

**Attachments:** [A. Dunedin Citywide Multimodal Transportation Master Plan Update.pdf](#)  
[B. Resolution 25-32 MMTP.pdf](#)

[C. 2021 and 2025 MMTP plan comparison.pdf](#)

[D. Dunedin MMTP PPT.pdf](#)

**Background:**

The City of Dunedin's Comprehensive Plan, Strive for 2035, establishes the City's long-term direction for transportation. The Transportation Element sets a goal to provide a safe, efficient system that enhances quality of life through Complete Streets principles. Objective 1.4 further directs the City to implement and update the Citywide Multimodal Transportation Master Plan.

To support this objective:

The City created its first Citywide Multimodal Transportation Master Plan in 2021 and now seeks to amend and modernize it.

The plan identifies priorities for improving safety, connectivity, and multimodal integration across the transportation network.

A Business Plan Initiative aligned with the Strategic Theme of "Multi-Modal Transit" was approved for FY 2024-2025 to support this work.

The update removes completed strategies from the 2021 plan and adds new policies and practices.

The updated Citywide Multimodal Transportation Master Plan also:

Incorporates the 2011 Bicycle/Pedestrian Master Plan, including its proposed bicycle facilities map, inventory of facilities, and community recommendations.

Reflects extensive community and stakeholder input gathered through an online survey, an interactive web map, in-person stakeholder meetings, and public outreach through advisory committees.

The plan was developed collaboratively with intergovernmental partners, local stakeholders, and Dunedin residents to ensure continued progress toward the City's transportation goals.

The public outreach component of this update includes:

- One (1) community engagement event on March 15, 2025 at the Lari White Pavilion on the Pinellas Trail. This event gathered citizens' and Pinellas Trail users' feedback on biking and walking in Dunedin and infrastructure needs like bike lanes and safety measures.
- Two (2) presentations each at the City of Dunedin Public Safety Committee and the Forward Pinellas Bicycle Pedestrian Advisory Committee.

- One (1) presentation at the Dunedin Council of Organizations.
- A QR code housed a link to a survey. Online engagement and marketing materials were distributed with the QR code.
- Residentsâ€™ one-on-one conversations.

Over 700 responses were gathered throughout the project.

Below is a list of concerns and responses:

- Concern was for students crossing without appropriate crosswalks.

Response: New Action Item 1.09: Partner with local organizations and schools to conduct a marketing and communications campaign to encourage safety initiatives.

- A new east / west connectivity resulting from the US19 Interchange project.

Response: US 19 Improvements from SR 580 to the north of CR 95 added a safety effort since the 2021 Plan Adoption: Adjacent to Dunedin city limits, FDOT is currently working on an interchange and roadway improvement project that involves upgrading US 19 from SR 580 (Main Street) to north of CR 95/CR 39. The current six-lane divided highway will be upgraded to a six-lane controlled access facility, which will include one-way frontage roads in both directions parallel to US 19. Additionally, new interchanges will be constructed just north of Boy Scout Road and at SR 586 (Curlew Road) to enhance traffic flow along this corridor. The project will also introduce a pedestrian underpass between Evans Road and Republic Drive, as well as a pedestrian bridge over US 19 at Northside Drive. Wide sidewalks offering shared use for people walking and on bikes will also be provided as part of this project. This project will enhance east-west connectivity, which aligns with an original goal of the Dunedin City Commission. Construction of this project is anticipated to be completed by 2029.

- Request to update and clarify Figure 4 “Bicycle Facilities and Recommendations map. The popout does not show the entrance/exit to the Downtown bypass.

Response: Updated Figure 4 and Figure 5 showing the streets where the entrance/exist are located to the Downtown bypass.

- Question: Are there any plans for a designated bicycle parking area and/or additional bicycle racks downtown?

Response: P. 62. The new Street Design Toolkit contains strategies for bicycle street furniture including bike racks, bike storage containers, and bike repair stations. The bicycle street furniture, like bike racks, is identified in the amenity zone in the streetscape design standards.

Amenities, such as bike racks are included in the streetscape

design standards in the downtown core and community connector recommended features. The Strategy 5, Action 3.14 states: “Expand availability of bike racks throughout the City particularly at schools, parks, public facilities, and Downtown.”

Below is the list of changes made to the final document based on feedback and outreach:

Pg. 31 - Added Action 1.08, “Create a dashboard to track multimodal improvements”.

Pg. 37 - Added an E-bike Classification page and table to reflect the current e-bike standards.

Pg. 38 - Updated Figure 4: Bicycle facilities and recommendations map to reflect the proposed Downtown Bypass Routes

Pg. 39 “ Created a Downtown Bypass Routes Map (Fig. 5) to reflect the three alternative Pinellas Trail routes.

Pg. 40 “ Added Action 3.06, “Promote alternative North/South bicycle routes (including “Downtown Bypass Routes”) outside of the Pinellas Trail to keep through-trail traffic outside of Downtown”

Pg. 41 “ Added Action 3.11 “Coordinate with Pinellas County Sheriff’s Office to monitor four-way stops along Pinellas Trail”

Pg. 41 “ Added Action 3.12 “Analyze Pinellas Trail intersections for safety improvements, such as stop sign reconfigurations”