

Bike Action Plan 2019

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Per the Bicycle Pedestrian Master Plan an annual report and plan is to be drawn up by the Multimodal Transportation Coordinator to ensure the Master Plan is being implemented. It is to be reported to the Sustainability Committee within the first quarter of the calendar year and the Sustainability Committee is to use the plan to inform the Commission on the BPMP's progress.

Overview of Year 1

As the plan is getting put into place, year one will consist heavily of planning for the upcoming three years of the BPMP. This planning will consist of developing and enacting policies, demonstrations, and educational tools, updating memberships and certifications, developing a sub-Action Plans, creating RFP's, and working with engineering to roll out initial phase painting.

The following actions are planned out for the Year 1

Action plans; Action plans will serve as smaller plans to help fulfill several long term and active goals for the Bicycle-Pedestrian Masterplan. These are items that we can take immediate or near-immediate action on.

- Bike Parking Action Plan: The most common complaint received by the multimodal transportation coordinator in the past month has been the lack of bicycle parking in Key West. This plan will feature identifying funding, new locations for spots, replacement policy, bike removal policy, replacing and requesting bicycle racks, among other items. (Ongoing)
- Duval Plan: The BPMP calls for Duval to be converted to a people friendly street in the future and the EDSA study calls for the pedestrianization of the road, it would be best to have an active communication with the Mall on Duval creation. Additionally, the MTC will work with the Mall on Duval to implement further multimodal options (bike racks, pedestrianization) help develop further expansion. (Ongoing)
- Street art plan: Work with the TCT and Arts in the Public Place committee to develop on street art to act as traffic calming and serve to beautify the streets. Identify low car and utility impact areas so the art does not degrade

RFP's, RFI's: RFP's and RFI's will allow us to investigate potentially strong options that can fit our budgetary and design needs. A note, these RFP's and RFI's may never be acted upon, rather these will be to see the legal hurdles some of these would have to go through in order to be feasible in the Key West community

- Wayfinding signage; this is a very important for the long-term features of the pedestrian-bicycle master plan. Wayfinding will allow us to name and identify our routes earlier. While many places often go with very bland appearances, we have the opportunity to have a bit of Key West flare. We will work with HARC and other departments to develop an RFP that reflects the

architectural styles of Key West. Additionally, working with HARC can give us the ability to codify wayfinding for private buildings. For Bicycle wayfinding signs, we will add an option to name routes to honor individuals or groups.

- Carshare; to reduce the reliance of the personal motorized vehicle, carsharing is a format we should seek out. Carsharing can reduce vehicle miles travelled by reducing the need to circle to find parking and clearing up spaces as people use pmv's at a lower rate. Due to the Multimodal Transportation Coordinator's previous employer, it has to be an RFP to avoid any conflicts of interest.
- Bikeshare; this will be in tandem with the TAP Grant the Sustainability Coordinator applied for. As bicycle rental is a major industry on the island, we must keep them in mind when creating this RFP. The best means to go about this would be to have the bicycle share meet the requirements of primarily serving commuters, being restricted in where they can go and park, and being equitable.
- Scootershare; this falls in a similar place as the bike share. The RFP for this item would require an additional ordinance to correctly regulate the scooters. As they often cannot exceed 15 mph, it would be optimal to identify the space they can occupy along the right of way. In addition, parking, equitability, and geofencing will play an important role.

Memberships and Certifications: These organizations and certifications allow us to build and maintain a network of other municipalities that are like minded.

- Walk Friendly Communities: June 15, 2019
- Bike Friendly Community: August 8, 2019
- Bike Friendly Business (Key West govt): October 10, 2019
- Florida Bicycle Association

Policies: Policies can be implemented to assist with the further growth of bicycling and walking on the island. These policies can either be navigational beacons or a dredged canal in ways to act upon this.

- Bicycle Parking standardization in buildings and for public space; currently bicycle parking is very generic with suggestions on what to place. This policy would prevent certain styles of bicycle racks and provide a list of approved racks. The reason for this is to keep the bicycles secure and safe. Certain racks are poorly designed where theft can be easier, or the bicycles can be damaged.
- Incorporation Complete Street into construction; putting Complete Streets into all future construction is important, but so is the way we go about it. Many places often just use a very low effort implementations and it can become more dangerous to pedestrians and users of small transportation vehicles. Complete Streets incorporation will feature a checklist for the city to follow on all future projects.
- Vision Zero; this can tie into Complete Streets and help reassess the way we approach incidents involving our streets. We would develop an evaluation tool to track collisions and to help identify issues and areas that hinder the Vision Zero goal and seek out solutions
- Seek out other code issues that conflict with the implementation of the plan
- Electric bicycles, scooters, skateboards; the electric vehicle economy continues to grow. 10% of all bicycle related revenue last year was generated by ebikes and ebikes make up a majority of adult bicycle sales in the Netherlands, one of the top two nations of bicycle utilization. The city

must seek an active approach to these vehicles and an equitable one as well. These policies will include but won't be limited to, right of way, parking, and encouraging the state of Florida to adopt statewide policies so municipalities aren't burdened with the legal grey area many of these vehicles occupy. Additionally, the city should begin to seek out ways to encourage the adoption of ebikes through multiple means; this could include rebates for ebikes, fleet adoption and conversion, etc.

- Idaho Stop, as bicyclist move throughout the city and the plan calls for increasing their ability to move, the Idaho Stop would serve as an excellent local policy measure to increase their mobility while still having safety in mind. The Stop would also help the implementation of the bicycle boulevards. Additionally, having the city aggressively launch this policy can work towards having the State gain this policy.
- Request FDOT Corridor Management Study of North Roosevelt
 - Goal is to reduce accidents, particularly pedestrian and bicycling accidents (ingresses and egresses)

Demonstrations: Demonstrations can help the community interact with the process, so it does not feel like an ivory tower dictation of the plan.

- Concept and demonstration of traffic calming on Staples. Staples is one of the three segments of the Cross-town Connector and is due to be repaved in the near future. Attaching demonstrations of traffic calmed intersections will allow the local residents to see the many different ways a street can be designed and what they'll like the best.
- Concept and demonstration of tactical urbanism

Educational and safety tools: These tools will help build a friendlier safe streets community

- Determine appropriate events to attend in the community; community interaction is key when implementing a plan as it should never be without constant community input. Certain events would benefit the ability for the MTC to reach out.
- Quantify the number of swag in the city's possession, Calculate the cost to maintain a strong level for four years. Swag is a very important item to create light engagement with both locals and visitors, making sure we have enough stands to benefit the continuous engagement and the lights and bells allow us to provide safety items as well as branded items.
- Update the Bicycle Page on the city site, create a pedestrian page. As of this moment, the bicycle page is a blog that has no direct links to the Key West Homepage. The goal is to change that into a website that can provide information and updates on the master plan and other bicycle related items. Adding a pedestrian page would also be very helpful too. Car Free Key West will still be updated to reflect information, but its main purpose will be its promotional value.
- Research formation of a citizen run Safe Streets Non-Profit similar to Transportation Alternatives (NYC) and Active Transportation Alliance (Chicago). Such a program will allow additional access to grants, repurposing of abandoned bicycles, and act as additional educators. Citizen run organization that exist outside of the realm of government allows citizens to be more engaged and foster a safe streets community.
- Develop program to distribute lights and enforce the lights and bells. The second largest complaint received by the MTC is the lack of lights on bicycles in the city. KWPD already has a

program, however, to provide a lighter touch, citizens have expressed interest in helping distribute these lights.

- Distribute educational literature to rental shops. During the MTC's first Field Day Friday, shops requested laminated literature that used to be distributed by the city for people renting bicycles. It should be reinstated to improve safety.

Construction The following are listed items from the coming year's CIP that we can attach the bicycle-pedestrian masterplan to or items related to construction actions we plan to take with grants or funding.

- Update all data on Google Maps
- Angela
 - Sharrows
 - wayfinding if available
- Bertha and First
 - Extend hockey rink sidewalk
 - Sidewalk on westside from Blanche to Atlantic
 - upgrade sidewalk from Blanche to Venetia (widen when possible)
 - Westside sidewalk from Venetia to Flagler (widen when possible)
 - Sharrows from Blanche to Flagler
- Fleming
 - Repair and Replace Simonton Crosswalk
 - Upgrade Duval Curb ramps and crosswalks
 - Reverse angle parking west of Whitehead
 - Wayfinding
 - Petronia crosswalk upgrade
- Jose Marti
 - Determine Truman, Jose Marti, Eisenhower intersection safety measures
 - Wayfinding to guide bicycles to Catherine or Southard
 - Meet with school to develop possible traffic calming/tactical urbanism partnership
- Northside
 - Assist with the design process
- North Roosevelt
 - HAWK installations
 - Pedestrian Islands
- Simonton
 - Upgrade curb ramps and sidewalks on Truman
 - Repair and replace crosswalk on Southard, install pedestrian signal
 - Repair and replace crosswalk on Caroline, install pedestrian signals, painted curb extensions for delivery truck purposes
 - Wayfinding
 - Sharrows
- Whitehead
 - Curb extensions on Whitehead
 - Investigate intersections from Angela to Oliva regarding bicycle safety

- Sharrows and wayfinding from Front to South
- 20th Street
 - Advisory lanes
- College Road Affordable housing
 - Incorporate best management practices to improve alternate transportation options
- Marina Connector
 - County
- Smathers Beach Connector
 - Have environmental review done
 - Work with county on design of boardwalk
- Hotel Easement
- Staples (Crosstown Connector)
 - Design and implement traffic calming devices in coordination with Engineering
 - Determine best one(s) to implement along the CC for the following years

Years 2-4 (Phase One Continuation)

- Begin the work on the Crosstown Connector; Once the traffic calming demonstrations and related traffic studies are complete, we will begin work on the Crosstown Connector utilizing the best traffic calming devices for the street.
- Begin installation of Wayfinding from RFP; This will allow us to identify the routes that we will be improving upon and allowing people on bicycles to adjust to the new routes.
- If the RFI's/RFP's generate successful bids on Scootershare and Bikeshare, launch February 2020. Launch Carshare when CowKey is complete. Scootershare and Bikeshare should be launched at least two months prior to Cow Key in order to allow people to adjust to using them and their presence. Due to the flow of cars on and off the island, hold off on Carshare until the bridge is complete.
- Smathers Beach Connector; Once the environmental studies are complete, we will seek out funding and begin work on it.
- Airport Connector; due to its location we will have to perform an environmental and security review to build this route. Construction to possibly begin year 4.
- Wickers Sports Complex Connector; Work with planning and engineering to develop an RFP for the Wickers Sports route to connect the Crosstown Connector and complete by year 4.
- Utilizing the Vision Zero evaluation tool, identify the next thirty intersections to complete over years 2 through 4.
- Begin Traffic Study to convert narrow streets, Simonton, and Whitehead to one-way.