



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

2015 Application Cycle

A. APPLICANT INFORMATION

PROJECT SPONSOR: City of Key West
CONTACT PERSON: Alison Higgins
TITLE: Sustainability Coordinator
ADDRESS: 3140 Flagler Ave CITY / STATE / ZIP: Key West, FL 33041
PHONE: 305-809-3726 EMAIL: ahiggins@cityofkeywest-fl.gov
WEBSITE: www.cityofkeywest-fl.gov
AGENCY LAP CONTRACT ADMINISTRATOR: Carolyn Sheldon
TITLE: Senior Grants Administrator
ADDRESS: 3132 Flagler Ave CITY / STATE / ZIP: Key West, FL 33040
PHONE: 305-809-3741 EMAIL: csheldon@cityofkeywest-fl.gov

PROJECT SPONSOR’S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS ¹

- a) Not LAP Certified
- b) Currently LAP Certified LAP Certification date: 2009
- c) Seeking project-specific certification
- d) I certify that I have a copy of the Local Agency Program (LAP) Manual and District VI LAP Guide

B. PROJECT INFORMATION

1. PROJECT TITLE: City of Key West Bicycle & Pedestrian Master Plan
PROJECT LOCATION: Islands of Key West and Stock Island, Monroe County
PROJECT DESCRIPTION: The compact nature of our island has made the City of Key West very bikeable, walkable and dangerous. The City seeks to rise above bikeability/walkability by default, to a higher and safer level of bike and pedestrian use <i>by design</i> . For over a decade, the City of Key West has ranked 1 st out of 97 Florida cities in bicycle injuries and fatalities and wavered between 3 rd and 12 th place for pedestrian injuries and fatalities. Unless highly targeted planning and capital improvement decisions are made, these numbers will only get worse. Completion of the southernmost section of the Florida Keys Overseas Heritage Trail, a National Scenic Byway, has increased bicycle and pedestrian traffic by 165% over the last four years. A comprehensive Bicycle and Pedestrian Master Plan will reduce injuries and fatalities, provide affordable transportation alternatives, increase commerce for local businesses, reduce traffic and parking congestion, increase quality of life and health, reduce green house gasses and provide a showcase in bike/ped solutions for our 3 million annual visitors.

¹ All Agencies will be re-certified according to the new certification / recertification process. Details at <http://www.dot.state.fl.us/specificationoffice/LAP/Default.shtm>



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020
2015 Application Cycle

PROJECT LENGTH: The Master Plan will encompass the 4 x 2 mile island of Key West as well as Stock Island, both the north (City of Key West) and south side (Unincorporated Monroe County).

TERMINI: BEGIN: Mile 0, Overseas Hwy, Key West END: Mile 5, Overseas Hwy, Stock Island

2. PROJECT IS SUBMITTED UNDER WHICH ELIGIBLE PROGRAM TYPE:

- a) Roadway construction within former interstate routes or other divided highway
- b) Transportation Alternative, defined in 23 U.S.C. 101
- c) Recreational Trail, defined in 23 U.S.C. 206
- d) Safe Routes to School (SRTS), defined in 23 U.S.C. 402 Notes: Public Law 109-59
- e) SRTS application is attached to this application (**required**)

C. TAP QUALIFYING ACTIVITIES - PROJECT CRITERIA

Select the Transportation Alternative activity that the proposed project will address. Please select one activity that represents the majority of the work proposed. **Eligible activities** must be consistent with details described under 23 U.S.C. 101(a) (29) and 213(b). (*Note: selecting more than one activity does not ensure or increase eligibility.*)

- 1. Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety- related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
- 2. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
- 3. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized Transportation users
- 4. Construction of turnouts, overlooks, and viewing areas
- 5. Community improvement activities, which include but are not limited to:
 - a) Inventory, control, or removal of outdoor advertising
 - b) Historic preservation and rehabilitation of historic transportation facilities
 - c) Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
 - d) Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23
- 6. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

2015 Application Cycle

- a) Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b)(11), 328(a), and 329 of title 23; or
- b) Reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats
- 7. SRTS program eligible projects and activities listed in section 1404(f) of the SAFETEA-LU:
 - a) Infrastructure-related projects
 - b) Non-infrastructure-related projects
 - c) Safe Routes to School Coordinator
 - d) SRTS application is attached to this application (**required**) (**SRTS Application.pdf**)
- 8. Planning, designing, and constructing boulevards² and other roadways largely in the right-of-way of former Interstate System routes or other divided highways

D. PROJECT DETAILS

1. Roadway Name and/or Number: US1/Overseas Highway and numerous associated State, County and City roads within the two islands. A location map is provided (Exhibit 1).

- a) The project is on a State roadway
- b) The project is on a Federal roadway
- c) The project is on a Local roadway
- d) Location map with aerial views is attached to this application (**required**) (**aerial views.pdf**)

2. Project Termini

- a) **Begin:** Mile 0, Overseas Highway, of Key West, a 4-mile x 2-mile island
- b) **End:** Mile 5 Overseas Highway, Stock Island, a ~2-mile x ~1-mile island
- c) **Project Length:** The project encompasses ~5.5 square miles of the two islands.

3. What is the Scope of Work?

Please describe in detail: To complete a Bicycle and Pedestrian Master Plan, the City of Key West wishes to contract a consultant team that has in-depth experience in bicycle and pedestrian path design, multi-modal transportation connectivity, Complete Streets management and maintenance, and land use planning. The Consultant will be responsible for providing technical expertise, data gathering and analysis, public presentations and graphic and written deliverables. The detailed Scope of Work, including nine (9) specific tasks and deliverables is attached to this application (Exhibit 2).

- a) Conceptual plans are attached to this application, if available (**scope.pdf**)

² A boulevard is defined as a walkable, low-speed (35 mph or less) divided arterial thoroughfare in urban environments designed to carry both through and local traffic, pedestrians and bicyclists. Boulevards may be long corridors, typically four lanes but sometimes wider, serve longer trips and provide pedestrian access to land. Boulevards may be high-ridership transit corridors. Boulevards are primary goods movement and emergency response routes and use vehicular and pedestrian access management techniques. Curb parking is encouraged on boulevards.



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

2015 Application Cycle

- b) A more detailed scope of work is attached to this application, if available (**detailed scope.pdf**)
- c) Typical section drawings are attached to this application (**typical section.pdf**)

4. Summarize any special engineering and environmental characteristics of the project, and describe the characteristics of the project location and surrounding community:

As the 8th oldest municipality in Florida, many of the City's rights of way were set before its incorporation in 1828 when transportation needs were very different than today. Now major transportation corridors squeeze delivery vehicles, pedestrians, bicyclists, cars and parking into narrow two lane streets , or one way streets forced by available right of way some less than 30 feet across, placing those less armored in danger.

Over a ten-year period, the City of Key West ranked #1 out of 97 Florida cities in bicycle injuries and fatalities and wavered between #3 and #12 for pedestrian injuries and fatalities (Highway Safety Matrix). On a regional scale, Monroe County has also consistently been in the top 6 of all 67 Florida Counties for pedestrian deaths on public roads, reaching as high as 9.62 deaths per every 100,000 persons (Highway Safety Matrix, Exhibit 5A).

Unless highly targeted planning and capital improvement decisions are made, these numbers will only get worse. Completion of the southernmost section of the Florida Keys Overseas Heritage Trail, a National Scenic Byway, has increased bicycle and pedestrian traffic from unincorporated Monroe County by 165% over the last four years (FDEP, Exhibit 5B).

- Typical Section drawings and descriptions are attached, if available (**typical section.pdf**)

5. Describe the project's existing Right-of-Way ownerships. Identify when the Right-of-Way was acquired, and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys, easements) The City of Key West has ~7+ miles of State road and <5 miles of County road within it's boundaries. Stock Island's ROW's are all owned and managed by unincorporated Monroe County.

- a) No right-of-way acquisition is proposed
- b) Documentation of any right-of-way acquisition or ownership documentation is attached (**ROW.pdf**)

6. Is Right-of-Way acquisition proposed?

- Yes No

a) **If yes, describe the proposed acquisition, including expected fund sources, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way³:** [Click here to enter text.](#)

b) Will temporary construction easements be required?

- Yes No

Please describe: [Click here to enter text.](#)

³ All right-of-way acquisitions must comply with State and Federal rules, regulations and procedures.



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020
2015 Application Cycle

7. Are there any Design Plans for the project?
 Yes No

If yes, are Design Plans updated to Current Standards and Existing Conditions?
 Yes No

- a) What are the dates of the Design Plans? [Click here to enter text.](#)
- b) Who is the Engineer of Record? Include contact information: [Click here to enter text.](#)

8. What is the Project Schedule?

The schedule should include, at a minimum, consultant acquisition, plans preparation, environmental analyses and report preparation, plans submittal, FDOT review of project documents, and permit acquisitions: The project schedule for the Master Plan will take 12 months. A detailed project schedule is attached.

A detailed project schedule is attached (**required**) ([detailed project schedule.pdf](#))

9. Identify any permits that might be required: Because this is a planning effort, no permits are needed.

Copies of each permit are attached (**required**)

10. Attach a detailed cost estimate, broken down into FDOT typical pay items, to allow for verification of eligible projects costs. Estimates must be prepared by a Professional Engineer⁴:

A detailed cost estimate is attached ([Cost_Estimate.xlsx](#))

11. Is there any additional project specific information that should be considered?:
According to the American Communities Survey, the City of Key West is second in the nation for residents that report commuting to work by bicycle (20%), rewarding us "Priority City" status from the American League of Bicyclists to receive technical assistance.

E. ENVIRONMENTAL EVALUATION

Coordination with the Federal Highway Administration and the State Historic Preservation Officer will be required by Section 106 of the National Historic Preservation Act.

1. Does your Agency have a historic preservation planner?

⁴ Use the following links to access the Basis of Estimates Manual as well as historical cost information for your area:
<http://www.dot.state.fl.us/Specificationsoffice/Estimates/BasisofEstimates/BOEManual/BOEOnline.shtm>
<http://www.dot.state.fl.us/specificationsoffice/Estimates/HistoricalCostInformation/HistoricalCost.shtm>



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

2015 Application Cycle

Yes No

If yes, please provide name and contact information: Enid Terregrosa, 305-809-3973,
eterregrosa@cityofkeywest-fl.gov

2. Is your proposed project located within or adjacent to a locally designated historic property or a National Register of Historic Places-listed historic site?

Yes No

If yes, have any of these historic properties/places received Florida Department of State Historic Preservation Grant funds? Since the project area is the whole island, there are probably many places in Key West that have received State Historic Preservation Grant Funds. Key West includes numerous historic resources, including two historic districts listed in the National Register of Historic Places: Key West Historic District and the US Naval Station (known as Truman Annex). The Key West Historic District is significant due to its unique concentration of frame vernacular architecture; possibly one of the largest districts of its kind in the Nation. The district is also recognized as the largest historic district in the State of Florida. The Master Plan will confer with our Historic Preservation Planner and SHPO to ensure that we do not adversely affect historic areas.

Yes No

Attach any preservation agreements, covenants or easements related to these properties

3. Are any archaeological sites or Native American sensitive sites or areas located within or adjacent to your project?

Yes No

If yes, please describe: The African Cemetary is on the south of the island, part of Higgs Beach Park, owned by Monroe County. The Master Plan will confer with the local National Park Service archeologists as well as SHPO to ensure that we do not adversely affect any known areas of archeological significance in the project area.

4. Has there been any outside coordination with any Federal or State Agencies for this project?

Yes No

If yes, include documentation and describe: The City has been in frequent communication with FDOT district six staff about safety needs, funding requests and 5E events. We applied for USDOT TIGER funding for this Master Plan, and although we were not awarded, were told in consultation with USDOT staff that our project did make it as far as the final round to the Secretary's desk.

5. Are there any parks, recreation areas, and wildlife or water fowl refuges?

Yes No

If yes, please describe: The City and County have a number of local parks and recreation areas within the boundaries of this project, as well as one State Park. There are no national or state



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

2015 Application Cycle

wildlife or water fowl refuges within the project boundaries, but there are two local wildlife areas.

6. Are there any navigable waterways?

Yes No

If yes, please describe: There is one canal in Key West, and a handful of canals on south Stock Island. The Master Plan does not intend to traverse or otherwise affect these in any way.

7. Does the project have any wetland impacts?

Yes No

If yes, will wetlands mitigation be needed?

Yes No

If yes, please describe: [Click here to enter text.](#)

8. What level of floodway or floodplain involvement is expected?

Please describe: By involving the City and County's floodplain administrators, recommendations made by the Master Plan will have taken the areas floodplain into consideration.

9. Is there a potential for protected species / critical habitat involvement?

Yes No

If yes, please describe: [Click here to enter text.](#)

10. What level of contamination involvement is expected?

Please describe: None. It's a Planning effort.

11. Are there noise sensitive areas?

Yes No

If yes, please describe: Most of Key West and south Stock Island are neighborhoods, and therefore are noise sensitive. Recommendations made by the Master Plan will reflect that.

F. PROJECT IMPLEMENTATION INFORMATION

Attach documentation as Exhibits to this application.

List Exhibits here: Exhibit 1: Location Map with Aerial Views

Exhibit 2: Detailed Scope of Work

Exhibit 3: Detailed Project Schedule

Exhibit 4: Detailed Cost Estimate

Exhibit 5: A) Bike and Pedestrian Safety Statistics; B) Trail Counts for Florida Keys Overseas

Heritage Trail – Rest Beach and Stock Island; C) City of Key West Comprehensive Plan – Level of



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020
2015 Application Cycle

Service Summary; D) HUD "Preferred Sustainability Status" Certification Form #2995; E) Letters of Support; F) Key West Bicycle Association Priority Action List; G) Plan Resources

1. Which project phases included in funding request:

- a) Planning Activities
- b) Project Development & Environment for major and minor projects
- c) Study Preliminary Engineering/Final Design Plans
- d) Construction
- e) Construction Engineering & Inspection (CEI)

2. Are there any related project work phases already complete or currently underway?: Please describe: Annually, the City sets aside \$250,000 to improve ADA conditions and is currently upgrading around the Historic Glynn Archer Elementary School. All other activities are related to Education, Encouragement, Enforcement, Evaluation, and Policy work.

- a) This is not a phased project
- b) Previous phases of this project were constructed as LAP projects or JPA using the following FM numbers: [Click here to enter text.](#)

3. What is the proposed method of executing and administering each work phase of the project? Note: The Design consultant and Construction Engineering & Inspection (CEI) consultant shall not be the same if Federal funds are granted used for either phase. Please describe: There are no phases for the Master Plan. The City shall issue a RFP for a consultant to deliver the entire Bicycle and Pedestrian Master Plan within 12 months.

Check all applicable boxes:

PLANNING	PD&E	DESIGN	R/W ACQUISITION	CONSTRUCTION	CEI
<input checked="" type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff	<input type="checkbox"/> Applicant's Staff
<input checked="" type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT

If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the entity must be certified to administer Federal Aid projects in accordance with the Department's Local Agency Program (LAP) Manual (Topic No.525-010-300)
Refer to Chapter 18 of the LAP Manual requirements regarding the use of consultants.⁵

4. Have any public awareness activities or community meetings been held, scheduled or planned?
 Yes No

⁵ Refer to LAP manual at http://www.dot.state.fl.us/specificationsoffice/LAP/LAP_TOC.shtm



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

2015 Application Cycle

If yes, please describe: Three (3) Community meetings specifically related to the creation of a Master Plan have been held over the past 1.5 years. Numerous general Education, Encouragement, Enforcement and Evaluation events have also been held.

5. Is there public and/or private support for the project, for example: petitions, written endorsements, resolutions, and letters of support)?

Yes No

Please describe: The City, its citizens and civic groups have constantly expressed a desire to have a professional and progressive Bicycle and Pedestrian Master Plan (Exhibit 5E and 5F).

6. What is the proposed maintenance and ownership responsibilities for the project when completed?

Please describe: The maintenance component is specifically written into the Master Plan Task #6: Service and Operations, which will include an annual cost and time of care for the road, amenities, facilities an other aspects of the recommended Five E activities. Ownership will depend on who is the owner of the Right of Way, and the partnership determined on a case by case basis.

7. Are local funds being applied to the project?

Yes No

If yes, explain the flexibility of those funds: While the City is not officially providing match for this project, we are spending significant funds on bicycle and pedestrian safety. Each fiscal year we set aside \$250K for ADA related projects; FY15 is focused on the improving the walkability and bikeability of the 800-ft radius surrounding our future City Hall on White Street.

For the Master Plan, City staff's time is committed to the success of this project: Our Engineers, Planners, Flood Administrator, Grants Specialist, GIS Manager, Sustainability Coordinator and others will all be enlisted to aid in its completion.

Lastly, after the Master Plan is completed, the City intends to commit both ADA and additional funds towards the Plan's prioritized recommendations.

8. Is there any other specific implementation information that should be considered?

Please describe: A Bicycle and Pedestrian Master Plan has been high on the City's planning agenda for over a decade. In-house efforts have been started, but without expertise and data, have led to piecemeal efforts that sometimes lead to more dangerous situations, such as bike lanes that end at major vehicle corridors. The recent economic downturn required the city to prioritize projects that immediately stabilized the city's finances, and thus the commitment to safe bicycling suffered.

Now that the recovery is underway, and federal, state and county commitments to bicycle infrastructure are being implemented in the Keys, the City must renew its efforts. We are in need of a critical look at our infrastructure as well as the full suite of bike and pedestrian friendly best management practices in order to protect our citizens and visitors.

The City of Key West is part of the Southeast Florida Regional Climate Compact, and recognized by HUD as a community of "Preferred Sustainability Status" (Exhibit 5D).



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020
2015 Application Cycle

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G. COST ESTIMATE

1. Provide a summary of estimated costs in the table below for the work being proposed. A detailed project cost estimate must be attached to this application ([detailed cost_estimate.pdf](#))

Planning Activities	\$250,000
Project Development & Environment Study for major improvements	\$
Preliminary Engineering / Final Design Plans	\$
Environmental Assessment (for minor improvements – including Programmatic and Type I Categorical Exclusions)	\$
Permits (including application fees, mitigation, and permit acquisition work)	\$
Construction	\$
Construction Engineering & Inspection activities	\$
Other (describe) ⁶ Click here to enter text.	\$
Total Estimated Cost	\$

2. PROJECT FUNDING

TAP FUNDS REQUESTED	\$ 250,000	PERCENT TAP FUND	100%
LOCAL FUNDS ALLOCATED	\$	PERCENT LOCAL FUND	0 %
TOTAL AMOUNT REQUESTED	\$ 250,000	TOTAL % ALLOCATION	100 %

⁶ FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

2015 Application Cycle

H. CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by the City of Key West (municipal, county, state or federal agency, or tribal council) and that said entity will: (1) provide any required funding match; (2) enter into a maintenance agreement with the Florida Department of Transportation; (3) comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, (4) Comply with Local Agency Program Manual during all phases of the project, (5) comply with NEPA process prior to construction, this may involve coordination with the State Historic and Preservation Office (SHPO) prior to construction. (Not at time of application) and (6) support other actions necessary to fully implement the proposed project. I further certify that the estimated costs and/or failure to follow through on the project once programmed in the Florida Department of Transportation’s Work program included herein are reasonable. I understand that significant increases in these costs could cause the project to be removed from the Work Program.

Name (please type or print): Jim Scholl

Title: City Manager

Signature: _____

Date: 3/19/15

FOR FDOT USE ONLY		
Application Complete	<input type="checkbox"/> YES	<input type="checkbox"/> NO
Project Eligible	<input type="checkbox"/> YES	<input type="checkbox"/> NO
Implementation Feasible	<input type="checkbox"/> YES	<input type="checkbox"/> NO
Include in Work Program	<input type="checkbox"/> YES	<input type="checkbox"/> NO

If you have any questions about this application, please contact:

Aiah Yassin
District Local Agency Program Administrator
Phone: (305) 470-5485
Aiah.Yassin@dot.state.fl.us



FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI
TRANSPORTATION ALTERNATIVES PROGRAM APPLICATION FOR FISCAL YEAR 2019/2020

2015 Application Cycle

H. CERTIFICATION OF PROJECT SPONSOR

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Name (please type or print): Jim Scholl

Title: City Manager

Signature: 

Date: 3/19/15

FOR FDOT USE ONLY		
Application Complete	<input type="checkbox"/> YES	<input type="checkbox"/> NO
Project Eligible	<input type="checkbox"/> YES	<input type="checkbox"/> NO
Implementation Feasible	<input type="checkbox"/> YES	<input type="checkbox"/> NO
Include in Work Program	<input type="checkbox"/> YES	<input type="checkbox"/> NO

If you have any questions about this application, please contact:

Aiah Yassin
District Local Agency Program Administrator
Phone: (305) 470-5485
Aiah.Yassin@dot.state.fl.us

Exhibit 1 – Location Map with Aerial Views



Exhibit 2 – Scope of Work

Upon receiving the TAP Planning Grant, the City will proceed with the following scope of work:

Via a Request for Qualifications (RFQ) process, the City of Key West shall advertise for and identify a consulting firm with appropriate bike and pedestrian experience in planning, architecture and engineering to head up this project.

Tasks and Deliverables for Consultant:

Task 1: Updated Work Plan and Strategy

- Review resources.
- Identify and review three similar communities with high quality bike/ped networks/plans.
- Meet with key City staff and partners to finalize vision, expectations and work plan.
- Finalize a timeline to achieve all tasks, including progress reports.
- Deliverable: Written summary of Task 1

Task 2: Inventory

- Work with City to collect and/or develop GIS inventories of existing conditions, including sidewalks, shared use paths/greenways, shared use lanes, bike routes, line of sight issues, bike signage, bike trails, bike parking, street furniture, transit stops, curb cuts, other bike/ped amenities, ROW widths, last five years of bike/ped/ traffic incidences, etc.
- Assess Level of Service for existing major bike and pedestrian corridors, which will include actual bicycling and walking of Key West and its neighborhoods and commercial districts.
- Assess connectivity of existing bike and pedestrian corridors to schools, recreational sites, healthy & affordable food choices, waterfront/scenic points, major transit hubs, major tourist destinations, etc.
- Review relevant improvement projects that are active, budgeted and/or identified over the next five years.
- Analyze past Bicycle Master Plan drafts, indicating preliminary data gaps, concerns or opportunities compared with newest best management practices and existing conditions.
- Prepare separate, comprehensive maps of existing bike and pedestrian conditions.
- Deliverable: Written summary of Task 2

Task 3: Community Needs Assessment

- Design and Deliver statistically valid and multi-language community surveys to bikers and walkers (recreational, commuter, tourist and prospective) to determine skill levels, needs, support, knowledge, advocacy levels, and priorities.
- Design and deliver statistically valid surveys to area businesses to gauge their opinion/knowledge/support toward increased bike/pedestrian amenities.
- Meet with key advocates and concerned parties (Key West Bicycle Association, Bike Ride Organizers, Bike Shops, heavily biked neighborhoods, Key West Police Department, Last Stand, Pedestrian Action Committee) to understand viewpoints.
- Gather and compile user data (bike ridership, safety stats, demographics, amenity usage/needs, preferred bike/ped routes, key destinations, trends, health stats)
- Analyze existing and future needs and trends
- Identify and price immediate steps needed to obtain LOS B on current major bike and pedestrian corridors, especially high-risk corridors.
- Research and summarize latest studies on economic, health, safety, & environmental benefits of biking and walking for residents, businesses, local government and greater society.
- Hold 3-5 community workshops (one standalone, all others in conjunction with larger civic/social groups), presenting findings and seeking comments.
- Deliverable: Written summary of Task 3

Task 4: Draft Infrastructure Plan (1st E: Engineering)

- Utilize national and international best management practices.
- Identify separate Bicycle and Pedestrian Master Route Networks, including differentiation of route types/form/user group (commuter, tourist, recreational/scenic, small-organized rides (local bike tours), large-organized events (Ragnar Relay, Key West Triathlon, SMART Ride, Zombie Ride, etc), transit linkages, associated amenities (parking, storage, wayfinding/signage) and current level of service for all.
- Itemize 1, 5, 10, 15, and 20 year infrastructure work plan (including annual and capital costs) to achieve LOS B along Master Route Network, prioritizing the reduction of life safety hazards/conflicts. Plan shall include assignment of responsibilities to specific departments and/or staff titles.
- Parking/Storage Plan shall include standardized typology of fixtures, placement measurements, proximity and location guidelines and infographics, as well as specifically approved fixtures for historic district. Should research and discuss into commuter options (shower, changing areas), public/private partnerships, bike sharing, etc.
- Wayfinding and Signage plan shall specify best placement of maps and markings needed to help delineate safe passage between pedestrians, bicyclists, and cars. Include size and color.
- Include discussion of implementation challenges (right of way limitations, flood-prone areas, visitors who are unfamiliar, environmental clearance, construction, retrofitting and ongoing operational, , and maintenance expenses) as well as opportunities (multi-benefits, economies of scale, existing networks, partners, current and planned redevelopment and improvements, etc.)
- Deliverable: Written summary of Task 4

Task 5: Integrate Remaining Four E's with Infrastructure Plan

- Assuming one part time Bicycle/ Pedestrian employee, prioritize actionable best management practices for Education, Encouragement, Enforcement, Evaluation, and Policy into the 1, 5, 10, 15 & 20 year work plan, prioritized for safety and existing conditions, and data needed.
- Education to include, as well as prioritize, all user groups/demographics, and cost effective partnerships. Specific recommendations for City staff education/training are also requested.
- Encouragement to include mode shift activities, health partnerships, increased bike/ped access at events, and advocacy building across user groups and businesses.
- Enforcement to include specific actions that the City can take across all transport modes, behaviors and across all departments (Key West Police Department, Code Compliance, Engineering, Planning, etc) to create and enforce safe conditions.
- Evaluation to include easily measurable data across the Five E's that will demonstrate progress on the goals of the Bicycle and Pedestrian Master Plans, especially mode share shifts. Consider health statistics as well as other measurable that will help across a range of grants. Evaluation methodologies shall also include continued improvement suggestions and assign responsibilities to specific departments and/or staff titles.
- Policy to include specific additions, deletions, or changes to the City's 2009 Comprehensive Plan, Land Development Regulations, or other Ordinances.
- Itemize and integrate 1, 5, 10, 15, and 20 year FIVE E work plan (including costs) to achieve LOS B along Master Route Networks, prioritizing the decrease of life safety hazards/conflicts. Include milestones of achieving Bicycle Friendly and Walk Friendly bronze, silver and gold and Platinum status.
- Deliverable: Written summary of Task 5

Task 6: Integrate Service and Operations Management with Infrastructure Plan

- Maintenance / Operations Plan - Including annual cost and time of care of road markings, amenities, facilities, and other aspects of the recommended five E activities.
- Recommend software, online tools, educational programs, bicycle/pedestrian corridors and amenities that would benefit from a Keys regional and South Florida regional partnerships, such as co-management, Interlocal Agreements, shared resources, etc.
- Funding Plan – Research specific and general funding opportunities (both one-off and longterm) to achieve goals across the Five E's. Detail availability and deadlines of federal, state, regional, local and private

grants, Public Private Partnerships, User group Fees, tax incentives/disincentives, and transportation mitigation impact fees.

- Research and recommend online tools for non-police incident/issues reporting (crashes, potholes, line of sight, etc)
- Itemize and integrate 1, 5, 10, 15, and 20 year Maintenance / Operations Plan (including costs) to maintain LOS B along Master Route Network, prioritizing the decrease of life safety issues.
- Deliverable: Written summary of Task 6.

Task 7: Green Commuting Challenge

- Research and recommend online tool for regional green commuting challenges, such as, but not limited to Oregon's Bike Transportation Alliance's [Bike Commute Challenge](#). Challenge should allow multi-modal options (walking, transit, telecommuting), and scalability (depts>businesses>cities>regions).
- Create and launch online tool for regional green commuting challenges.

Task 8: Appendices

- Report of Community Surveys
- Report of Multi-Modal Benefits (Economic, Environmental, Social, Health, etc)
- Analysis with recommendations to bring the "Triangle" high hazard zone (where US1, North Roosevelt Boulevard, South Roosevelt Boulevard meet) to LOS B compliance.
- Analysis with recommendations for a Stormwater Demonstration Project utilizing green infrastructure to reduce flooding and nearshore water pollution along a key pedestrian &/or bicycle route.
- Summary of recommended Policies for Comprehensive Plan, Land Development Regulations, or other Ordinances.
- Analysis and recommendations for Commuter lanes through heavily stop signed neighborhoods. Include "Stop-As-Yield" Idaho-style stop laws, as passed in Aspen (2013), Dillon (2011) and Breckenridge (2011), CO.
- Analysis of Bicycle Friendly Car Parking recommendations to reduce car collisions, especially with doors (back-in angled parking, cycle tracks, green boxes, mixing zones, etc)
- Analysis of Bicycle Share Program for City of Key West
- Discussion of how to work regionally to better engage FDOT
- Job Description for Part Time and Full Time Bicycle /Pedestrian Coordinator for City of Key West, based on Bike/Ped Master Plan recommendations.
- Stand alone discussion of how to relate Bike/Ped Level of Service standards and evaluation data with GHG tracking and proposed GHG Level of Service Standards.
- City of Key West Bicycle Master Route Network Map
- City of Key West Pedestrian Master Route Network Map
- Methodology to update Bicycle Master Plan and track achievements.
- Deliverable: All of the above Appendices

Task 9: Final Plan and Presentation of Findings

- Present Final Bicycle and Pedestrian Master Plan to internal Transportation Coordination Team
- Finalize Bicycle and Pedestrian Master Plan, summarizing all Tasks, and including an executive summary, Vision statement, history/context, methodologies, recommendations, etc.
- Present Final Bicycle and Pedestrian Master Plan to City Commission for adoption.
- Transfer agreed upon Bike and Pedestrian Master Route Network Maps to Google Maps
- Transfer all developed and collected spatial data files to City of Key West.

Exhibit 3 – Detailed Project Schedule

	1 st Quarter	2 nd Quarter	3 rd Quarter	4 th Quarter
Release RFQ/Hire Consultant (60 days)	X			
Task 1: Updated Work Plan and Strategy (30 days)	X			
Task 2: Inventory (90 days)	X	X		
Task 3: Community Needs Assessment (60 days)	X	X		
Task 4: Draft Infrastructure Plan (90 days)		X	X	
Task 5: Integrate Remaining Four E's with Infrastructure Plan (60 days)			X	
Task 6: Integrate Service and Operations Management with Infrastructure Plan (60 days)			X	
Task 7: Green Commuting Challenge (30 days)			X	
Task 8: Appendices (90 days)			X	X
Task 9: Final Plan and Presentation of Findings (45 days)				X

Exhibit 4 – Detailed Cost Estimate

This budget is for a Master Plan and was prepared by the Planning Department after consulting multiple Bicycle and Ped Master Plans by other cities and counties, both in and out of state.

The budget was not prepared by a Professional Engineer, nor did we find any FDOT “typical pay items” that related to this Master Plan.

Consultant Task Items (days)	Cost
Task 1: Updated Work Plan and Strategy (30)	\$ 5,000
Task 2: Inventory (90)	\$ 40,000
Task 3: Community Needs Assessment (60)	\$ 30,000
Task 4: Draft Infrastructure Plan (90)	\$ 50,000
Task 5: Integrate Remaining Four E's with Infrastructure Plan (60)	\$ 15,000
Task 6: Integrate Service and Operations Managemnt with Infrastructure Plan (60)	\$ 25,000
Task 7: Green Commuting Challenge (30)	\$ 25,000
Task 8: Appendices (90)	\$ 40,000
Task 9: Final Plan and Presentation of Findings (45)	\$ 20,000
	\$ 250,000

Exhibit 5 - Supporting Materials

Appendices, as Reported to TIGER Grant April 2014.

A - Bike and Pedestrian Safety Statistics

B – Trail Counts for Florida Keys Overseas Heritage Trail – Rest Beach and Stock Island

C –City of Key West Comprehensive Plan – Level of Service Summary

D - HUD “Preferred Sustainability Status” Certification Form #2995

E - Letters of Support

F - Key West Bicycle Association Priority Action List

G - Plan Resources

Appendices

A - Bike and Pedestrian Safety Statistics

B – Trail Counts for Florida Keys Overseas Heritage Trail – Rest Beach and Stock Island

C –City of Key West Comprehensive Plan – Level of Service Summary

D - HUD “Preferred Sustainability Status” Certification Form #2995

E - Letters of Support

F - Key West Bicycle Association Priority Action List

G - Plan Resources

Highway Safety Matrix - Ranking of Florida Cities

Group 2 – Population 15,000-74,999 – 95 Cities

(based on fatal and injury crashes during 2002-2006)

City	Total F & I	Alcohol Related	Bicycle	Motorcycle	Pedestrian	Speed Related	Occupant Protection	Aggressive Driving	Teen Drivers	Drivers 65+	City	Total F & I	Alcohol Related	Bicycle	Motorcycle	Pedestrian	Speed Related	Occupant Protection	Aggressive Driving	Teen Drivers	Drivers 65+
Altamonte Spgs.	75	70	74	55	43	91	71	89	66	78	New Smyrna Bch.	28	12	34	4	37	20	15	52	21	16
Apopka	47	31	29	34	40	59	34	56	52	49	North Lauderdale	85	92	60	84	63	41	70	53	82	87
Aventura	30	79	59	81	24	57	78	59	63	11	North Miami	2	58	62	65	8	55	40	44	7	20
Bartow	21	47	15	37	47	67	21	76	12	38	North Miami Bch.	12	73	57	45	17	64	30	66	19	35
Belle Glade	48	45	73	95	25	37	6	42	65	90	North Port	62	51	63	73	95	33	44	46	50	46
Bonita Springs	88	68	71	78	69	60	69	75	92	84	Oakland Park	5	7	19	27	5	17	7	28	29	21
Boynton Beach	16	28	28	35	27	11	38	7	27	8	Ocala	3	27	16	10	19	23	10	57	1	1
Bradenton	57	40	23	57	53	50	63	84	69	57	Ocoee	46	62	47	53	59	3	37	4	30	75
Caesalberry	80	33	27	30	49	44	61	34	89	74	Opa Locka	59	81	93	92	78	89	74	90	72	86
Clemont	41	69	90	50	68	65	48	40	38	37	Ormond Beach	38	18	36	3	44	31	42	29	47	25
Cocoa	10	9	17	5	33	6	5	1	6	23	Oviedo	93	91	75	72	90	84	90	80	83	93
Coconut Creek	45	38	50	47	46	24	59	66	26	19	Palm Beach Gar.	23	29	33	44	54	8	31	17	15	26
Cooper City	71	65	58	70	91	68	81	81	23	80	Palm Coast	54	39	65	16	88	21	45	30	43	45
Coral Gables	24	55	31	43	20	81	50	72	39	7	Palm Springs	91	76	51	89	76	85	93	70	88	91
Crestview	34	61	86	66	64	71	27	78	11	51	Palmetto Bay	74	94	79	94	58	54	86	82	17	63
Cutter Bay	72	95	82	91	92	78	68	86	51	31	Panama City	4	5	25	9	13	4	3	3	2	5
Dania	20	22	35	19	22	5	19	14	56	55	Parkland	86	90	89	88	87	49	95	93	79	88
Daytona Beach	6	8	6	2	2	12	12	20	5	18	Pensacola	9	6	38	15	21	10	13	37	4	15
DeBary	87	77	95	64	94	28	84	10	78	73	Pine Crest Village	73	88	94	67	75	92	77	92	33	44
Deland	13	17	26	7	9	40	2	16	8	13	Pinellas Park	16	16	4	13	23	9	33	5	24	32
Delray Beach	35	35	22	36	26	47	49	16	60	24	Plant City	31	32	52	25	60	26	14	32	18	60
Doral	43	53	64	31	52	77	75	85	54	58	Port Orange	83	63	41	18	77	72	73	69	73	65
Dunedin	65	34	45	48	56	29	65	41	68	30	Punta Gorda	82	52	76	54	72	79	63	73	85	40
Edgewater	63	37	37	8	73	42	67	47	62	22	Riviera Beach	15	24	30	33	4	45	16	6	16	50
Eustis	60	44	77	28	65	75	39	87	57	33	Rockledge	84	82	80	60	85	58	64	62	67	82
Fort Myers	1	3	18	14	1	2	1	2	3	10	Royal Palm Bch.	69	66	61	58	66	62	54	33	42	89
Fort Pierce	40	36	24	39	14	22	11	23	40	39	Safety Harbor	81	50	68	76	82	70	85	39	70	56
Ft. Walton Bch.	33	23	14	26	50	13	32	21	31	43	Sanford	44	25	69	17	42	53	28	49	35	69
Greenacres City	76	60	40	68	62	51	58	15	64	52	Sarasota	27	20	5	41	15	48	20	26	46	36
Haines City	17	15	81	40	39	34	9	45	22	12	Sebastian	90	71	92	74	70	87	80	95	75	67
Hallandale	55	69	13	75	18	86	66	77	93	47	Seminole	26	10	9	24	45	7	29	12	53	9
Hialeah Gardens	29	67	20	42	71	93	25	91	37	59	St. Cloud	53	42	53	38	36	94	26	63	48	62
Homestead	50	26	46	52	16	46	18	50	55	70	Stuart	7	11	3	11	7	1	8	19	10	2
Jacksonville Bch.	36	4	2	22	29	14	57	24	41	42	Sunny Isles	77	83	48	69	6	95	92	94	94	71
Jupiter	56	30	10	49	57	18	47	25	45	64	Tamarac	42	80	54	83	48	30	60	31	74	29
Kissimmee	58	57	42	53	28	50	52	36	71	76	Tarpon Springs	39	13	39	21	41	27	38	13	44	34
Lake Worth	14	14	7	56	11	15	4	9	25	53	Temple Terrace	70	87	57	85	74	74	83	88	77	79
Lauderdale Lakes	79	89	86	93	34	82	82	64	90	77	Titusville	61	64	86	29	67	19	43	22	32	54
Lauderhill	64	76	72	90	38	66	79	51	86	68	Venice	76	75	44	62	51	76	89	85	91	6
Leesburg	25	19	43	6	31	43	41	55	36	17	Vero Beach	19	21	12	32	61	52	23	36	13	4
Lynn Haven	66	84	70	77	84	38	72	67	28	61	Wellington	89	85	81	87	81	60	88	43	58	94
Maitland	68	41	78	20	79	35	51	27	87	72	West Melbourne	51	43	32	71	83	25	24	11	49	27
Marco Island	95	72	85	82	93	56	87	60	95	85	Weston	92	86	83	86	86	63	94	74	81	95
Margate	32	48	58	46	32	36	58	58	34	41	Winter Garden	67	46	55	59	55	88	48	83	84	83
Miami Lakes	37	74	87	80	80	73	76	79	14	66	Winter Haven	22	54	49	23	10	39	35	35	20	14
Naples	52	56	11	61	35	69	62	48	61	28	Winter Park	49	49	21	51	30	32	55	54	59	48
New Port Richey	8	2	8	12	3	61	22	71	9	3	Winter Springs	94	93	84	79	89	83	91	61	80	92

Appendix A-1 (b)

FY 2011 Highway Safety Matrix – Ranking of Florida Cities

Group 2 – Population 15,000-74,999 – 97 Cities

(Based on fatal and injury crashes during 2004-2008.)

City	Total F & I	Alcohol Related	Bicycle	Motorcycle	Pedestrian	Speed Related	Occupant Protection	Aggressive Driving	Teen Drivers	Drivers 65+
Altamonte Springs	68	62	83	74	61	89	67	58	72	84
Apopka	62	44	47	52	50	70	34	52	57	53
Aventura	13	72	29	61	3	30	66	39	40	5
Bartow	36	57	40	32	78	81	31	74	16	60
Belle Glade	42	58	48	92	26	36	25	26	69	86
Bonita Springs	88	63	73	75	75	91	81	76	95	81
Boynton Beach	20	22	37	44	39	39	36	37	29	10
Bradenton	48	65	26	56	57	97	62	81	75	46
Casselberry	56	32	23	34	42	75	43	30	88	64
Clermont	34	69	93	58	77	32	55	51	6	47
Cocoa	2	2	19	5	18	1	1	1	3	21
Coconut Creek	35	51	71	59	55	29	72	55	20	34
Cooper City	79	78	42	82	82	57	78	73	25	88
Coral Gables	27	56	27	40	21	95	59	89	28	9
Crestview	40	61	95	29	66	51	26	71	12	71
Cutler Bay	60	94	70	90	64	79	61	93	50	83
Dania	11	13	35	15	20	3	11	17	30	48
Daytona Beach	15	12	7	2	2	23	7	25	10	16
DeBary	82	55	96	51	97	34	76	47	79	92
Deerfield Beach	32	45	32	37	37	22	42	27	63	39
Deland	12	10	24	6	14	47	8	40	4	8
Delray Beach	28	34	21	41	27	49	45	34	51	25
Doral	26	68	61	38	44	84	56	82	23	72
Dunedin	72	38	14	35	74	43	77	53	77	38
Edgewater	69	42	62	14	73	67	63	66	43	28
Eustis	71	48	52	33	54	68	50	79	71	32
Fort Myers	10	7	34	13	5	8	5	2	13	12
Fort Pierce	55	37	43	57	23	25	20	36	59	40
Ft. Walton Beach	50	18	46	20	58	5	49	15	26	57
Greenacres City	63	28	38	83	52	14	44	5	68	54
Haines City	33	40	89	45	33	54	13	59	15	15
Hallandale	51	77	28	72	16	60	79	78	87	44
Hialeah Gardens	83	46	49	54	71	92	21	84	42	52
Homestead	59	33	79	85	47	72	27	61	78	90
Jacksonville Bch.	64	3	4	26	30	24	69	43	36	58
Jupiter	53	24	12	69	63	15	53	22	37	62
Kissimmee	43	41	36	49	34	59	47	57	52	68
Lake Worth	18	20	10	53	12	13	2	19	39	50
Largo	52	27	15	42	25	71	52	45	61	41
Lauderdale Lakes	91	97	87	97	45	94	80	65	94	82
Lauderhill	80	83	72	96	35	46	87	69	84	85
Leesburg	17	36	57	8	32	40	32	85	35	7
Lynn Haven	57	87	55	16	76	53	91	60	17	26
Maitland	46	52	84	39	91	20	35	8	91	59
Marco Island	97	85	78	87	79	78	97	88	97	89
Margate	38	59	69	50	46	44	74	70	60	43
Miami Lakes	29	74	88	70	85	74	57	90	21	63
Naples	58	29	5	43	51	73	75	49	83	11
New Port Richey	5	5	8	9	1	66	16	94	7	6
New Smyrna Bch.	25	16	16	4	15	18	6	44	33	20
North Lauderdale	90	92	77	89	80	55	71	42	90	93
North Miami	8	43	64	73	10	50	41	32	9	27
North Miami Bch.	19	70	74	47	13	62	37	54	27	30
North Port	76	79	80	78	86	64	64	77	73	51
Oakland Park	4	11	11	17	6	10	9	31	22	14
Ocala	1	14	13	7	24	28	3	67	1	2
Ocoee	54	73	54	55	70	38	46	24	41	74
Opa Locka	74	86	94	93	89	86	70	68	67	91
Ormond Beach	30	21	20	3	48	9	29	11	34	24
Oviedo	93	89	85	76	95	65	93	63	80	94
Palm Beach Gar.	22	25	41	48	72	12	39	14	24	33
Palm Coast	70	39	63	19	84	19	51	46	48	45
Palm Springs	21	19	17	68	19	41	28	3	62	49
Palmetto Bay	84	96	65	81	67	76	85	91	58	80
Panama City	3	4	30	12	7	11	4	4	2	4
Parkland	87	88	97	95	96	56	89	83	66	87
Pensacola	23	9	37	21	11	6	17	38	5	19
Pine Crest Village	45	93	66	65	59	85	82	72	46	37
Pinellas Park	14	15	3	11	22	7	22	10	19	18
Plant City	37	31	60	27	49	17	15	48	14	61
Port Orange	85	64	31	30	83	69	84	75	86	65
Punta Gorda	92	76	90	62	87	93	88	87	93	42
Riviera Beach	16	26	44	31	9	33	18	9	32	31
Rockledge	77	91	67	71	81	42	73	50	56	77
Royal Palm Bch.	65	60	86	77	62	45	65	18	44	67
Safety Harbor	81	53	59	63	88	82	92	16	76	66
Sanford	66	35	81	22	28	31	14	29	47	78
Sarasota	44	23	6	25	17	63	24	28	54	29
Sebastian	94	82	92	67	69	88	86	97	92	69
Seminole	24	17	9	23	40	16	38	35	38	13
St. Cloud	49	49	39	36	41	80	40	41	49	75
Stuart	9	6	2	10	29	4	10	21	11	3
Sunny Isles	89	80	50	86	8	96	96	95	96	73
Tamarac	31	66	68	84	60	2	58	6	65	23
Tarpon Springs	47	30	22	24	36	61	33	12	31	35
Temple Terrace	61	50	45	80	43	87	68	96	81	70
Titusville	75	75	75	46	68	26	48	20	45	55
Venice	78	81	58	79	56	58	83	64	82	22
Vero Beach	6	8	25	18	53	48	12	33	8	1
Wellington	86	84	82	91	92	52	90	62	64	96
West Melbourne	41	67	56	66	93	27	30	7	53	17
Weston	95	90	91	88	90	83	94	80	85	97
Winter Garden	67	71	53	64	65	77	54	92	55	79
Winter Haven	39	47	51	28	31	21	23	23	18	36
Winter Park	73	54	18	60	38	37	60	56	70	56
Winter Springs	96	95	76	94	94	90	95	86	89	95

Appendix A-1(c)

1999-2003

B. Population 10,000 to 39,999

	Total F & I	Alcohol Related	Bicycle F & I	Motorcycle F & I	Pedestrian F & I	Speed Related	Safety Equipment
Apopka	61	38	53	56	59	60	45
Atlantic Beach	69	30	18	58	45	25	68
Auburndale	11	40	25	30	40	2	6
Aventura	34	68	77	51	17	52	76
Bartow	32	90	30	31	42	76	36
Belle Glade	62	61	52	81	14	38	17
Callaway	81	64	87	69	86	41	66
Casselberry	73	49	48	26	53	28	67
Clermont	57	53	75	77	41	91	79
Cocoa	7	5	11	11	25	32	18
Cocoa Beach	45	3	14	16	9	12	30
Cooper City	74	65	84	70	81	59	75
Crestview	40	43	85	28	24	42	33
Dania	15	29	42	10	6	15	19
DeBary	89	81	83	61	91	20	86
Deland	27	41	21	32	18	50	5
Dunedin	59	26	29	44	62	9	69
Edgewater	64	58	17	13	58	46	64
Eustis	46	57	72	38	85	66	28
Fernandina Beach	84	51	80	73	50	63	61
Fort Pierce	20	34	28	46	32	7	1
Ft. Walton Beach	28	28	39	24	73	44	27
Greenacres City	76	66	46	89	56	43	63
Gulfport	79	46	35	34	54	74	73
Haines City	23	39	70	60	30	83	11
Hallandale	19	44	15	65	5	71	43
Hialeah Gardens	60	63	90	40	74	94	53
Holly Hill	33	20	41	3	33	14	10
Homestead	51	36	36	39	16	64	15
Jacksonville Beach	30	10	4	20	20	34	40
Key Biscayne	90	95	6	93	65	54	77
Key West	6	2	1	1	3	10	2
Lady Lake	71	83	94	72	35	80	49
Lake City	4	4	19	54	34	61	12
Lake Mary	29	14	78	22	70	3	58
Lake Wales	39	54	60	45	28	17	24
Lake Worth	8	7	16	29	8	39	4
Lauderdale Lakes	17	79	58	92	29	48	52
Leesburg	12	22	23	12	26	27	23
Lighthouse Point	49	25	37	23	15	21	39
Longwood	50	19	61	15	46	47	48
Lynn Haven	38	73	65	79	67	30	42
Maitland	52	52	55	35	88	6	51
Marathon	31	8	3	9	68	24	34
Miami Lakes	25	55	81	75	94	68	84
Miami Shores	42	69	71	83	55	88	44
Miami Springs	78	82	86	90	66	26	56
Mount Dora	44	31	47	43	52	16	47

	Total F & I	Alcohol Related	Bicycle F & I	Motorcycle F & I	Pedestrian F & I	Speed Related	Safety Equipment
Naples	55	42	13	57	21	79	54
New Port Richey	3	1	7	17	4	49	13
New Smyrna Beach	26	27	22	2	31	11	21
Niceville	68	70	91	59	90	53	65
North Palm Beach	66	75	54	53	80	31	74
North Port	91	84	88	74	93	58	88
Oakland Park	1	9	8	14	2	5	8
Ocoee	54	60	44	55	51	13	57
Oldsmar	35	15	59	63	75	22	35
Opa Locka	58	89	89	66	36	56	72
Ormond Beach	36	16	26	4	38	45	37
Oviedo	87	93	64	78	92	73	92
Palatka	5	6	31	18	1	37	3
Palm Springs	94	92	82	94	89	81	91
Palmetto	13	24	32	71	13	82	25
Panama City	9	11	38	25	27	8	9
Parkland	96	85	93	95	79	29	94
Pine Crest Village	95	94	95	96	96	78	96
Plant City	41	37	57	36	57	10	16
Punta Gorda	82	88	74	62	77	86	87
Riviera Beach	10	21	27	37	7	19	14
Rockledge	80	67	68	67	84	57	82
Royal Palm Beach	63	48	67	80	48	40	62
Safety Harbor	83	56	66	88	72	55	83
Satellite Beach	88	86	51	82	82	95	90
Sebastian	92	78	76	85	69	77	89
Sebring	24	59	92	41	87	87	38
Seminole	16	12	10	19	60	4	31
South Daytona	72	45	45	6	61	62	59
South Miami	67	77	73	91	78	89	78
St. Augustine	22	17	5	5	12	35	20
St. Cloud	43	47	20	33	37	93	29
St. Petersburg Beach	65	18	34	7	47	67	70
Stuart	2	13	2	8	11	1	7
Sunny Isles	85	91	62	68	22	92	81
Sweetwater	86	96	96	86	76	96	95
Tarpon Springs	37	23	24	42	23	51	32
Tavares	53	76	63	50	83	36	46
Temple Terrace	70	80	69	64	64	69	80
Venice	77	72	56	87	43	75	85
Vero Beach	21	32	12	49	44	84	22
West Melbourne	47	62	43	52	71	65	50
Wilton Manors	56	33	9	48	10	85	60
Winter Garden	75	71	49	76	63	72	55
Winter Haven	18	35	50	27	19	23	26
Winter Park	48	50	33	47	49	33	71
Winter Springs	93	87	79	84	95	70	93
Zephyrhills	14	74	40	21	39	90	41

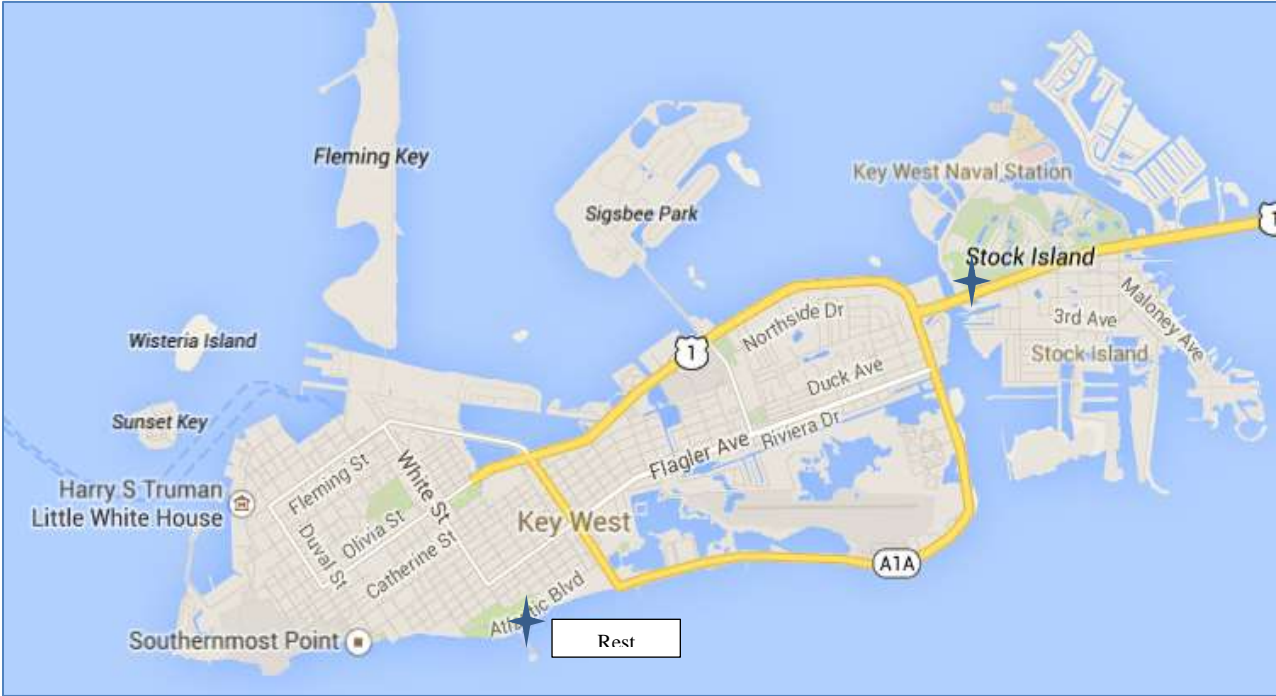
Appendix B – Florida Keys Overseas Heritage Trail Counts

Growth of Bicycle / Pedestrian Use of Florida Keys Overseas Heritage Trail - Rest Beach and Stock Island Counters

	2009	2010	Change	2011	change	2012	change	2013	change
Rest Beach	137,802	249,590	81%	310,581	24%	249,816	-20%	252,292	1%
Stock Island - S of College Rd	199,219	312,201	57%	290,657	-7%	390,367	34%	527,936	35%
totals	337,021							780,228	

Five year growth (both)	132%
Rest Beach	83%
Stock Island - S of College Rd	165%

Trail Counter Placement



Appendix C - Pedestrian/Bike Levels of Service in Key West Comprehensive Plan

Transportation Element

OBJECTIVE 2-1.1: SAFE, CONVENIENT, AND EFFICIENT TRANSPORTATION SYSTEM. Establish a safe, convenient, and efficient motorized and non-motorized transportation system in the City through development and implementation of level of service (LOS) standards and identified roadway and multi-modal transportation improvements.

Monitoring Measure: Achievement of Level of Service standards and strategies to increase multi-modalism.

Policy 2-1.1.10: Bicycle Level of Service Standards.

The City shall seek to maintain a bicycle Level of Service Standard of B or better on all roadways with designated bicycle lanes in accordance with the following definitions:

- LOS A – On and off street facilities, low level of interaction with motor vehicles, appropriate for all riders;
- LOS B – Low level of interaction with motor vehicles, appropriate for all riders;
- LOS C - Appropriate for most riders, some supervision may be required, moderate interaction with motor vehicles;
- LOS D – Appropriate for advanced adult bicyclists, moderate to high interactions with motor vehicles;
- LOS E – Cautious use by advanced adult riders, high interactions with motor vehicles;
- LOS F- Generally not safe for bicycle use, high level of interactions with motor vehicles.

Policy 2-1.1.11: Pedestrian Level of Service Standards.

The City shall seek to maintain a pedestrian Level of Service Standard of B or better on all roadways with designated pedestrian facilities in accordance with the following definitions:

- LOS A – Highly pedestrian oriented and attractive for pedestrian trips, with sidewalks, pedestrian friendly intersection design, low vehicular traffic volume, and ample pedestrian amenities;
- LOS B – Similar to A but with fewer amenities and low to moderate level of interaction with motor vehicles;
- LOS C - Adequate for pedestrians, some deficiencies in intersection design, moderate interactions with motor vehicles;
- LOS D – Adequate for pedestrians but with deficiencies in intersection design and pedestrian safety and comfort features, may be some gaps in the sidewalk system , moderate to high interactions with motor vehicles;
- LOS E – Inadequate for pedestrian use, deficient pedestrian facilities, high interactions with motor vehicles;
- LOS F - Inadequate for pedestrian use, no pedestrian facilities, high interactions with motor vehicles.

Appendix D – HUD Form

OMB Approval Number: 2535-0121 (Exp. 11/30/2011)

U.S. Department of Housing
and Urban Development

Certification of Consistency with Sustainable Communities Planning and Implementation

I certify that the proposed activities/projects in this application are consistent with the Livability Principles advanced by communities in the FY2010 Sustainable Communities Regional Planning and HUD-DOT Challenge Grants.

(Type or clearly print the following information)

Applicant Name:

Name of the Federal Program to which the applicant is applying:

Name of the Preferred Sustainable Communities Status Community:

I further certify that:

- (1) The applicant is engaged in activities, that in consultation with the designated Point of Contact of the HUD designated Preferred Sustainability Status Communities, further the purposes of the regional planning grant program;
- (2) The applicant's proposed activities either directly reflect the Livability Principles cited and contained in HUD's General Section to the FY2011 NOFAs or will result in the delivery of services that are consistent with the goals of the Livability Principles;
- (3) The applicant has committed to maintain an on-going relationship with the HUD Preferred Sustainability Status Communities for the purposes of being part of the planning and implementation processes in the designated area.

Name of the Official Authorized to Certify the Preferred Sustainable Communities Status meets the above criteria to receive bonus points:

Isabel Cosio Carballo

Title: Director of Public Affairs

Organization: South Florida Regional Planning Council

Signature: Isabel Cosio Carballo

Date: 04/27/2014

(mm/dd/yyyy)

Appendix E – Letters of Support

Appendix E-1



April 28, 2014

The Honorable Anthony Foxx
U.S. Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: FY 2014 TIGER Discretionary Grant Program and City of Key West, Florida submittal

Dear Secretary Foxx,

The South Florida Regional Planning Council (SFRPC), on behalf of the Southeast Florida Regional Partnership (Partnership), is pleased to support the City of Key West's application to the FY2014 TIGER Discretionary Grant program for the proposed development of the "Key West Bicycle and Pedestrian Master Plan."

In 2010, the Southeast Florida Regional Partnership, led by South Florida Regional Planning Council, in partnership with the Treasure Coast Regional Planning Council (TCRPC), was awarded a Sustainable Communities Regional Planning Grant from the U.S. Department of Housing and Urban Development (U.S. HUD). The Partnership is led by the SFRPC in conjunction with the TCRPC. Grant funds have been used to develop the *Seven50: SE Florida Prosperity Plan*. This Plan will serve as a strategic plan to guide the creation of a more sustainable future for the more than 6 million residents in the seven county region comprised of Monroe, Miami-Dade, Broward, Palm Beach, Martin, St. Lucie and Indian River counties, and the more than 2 million new residents expected in the region by 2060.

It is our understanding that the City of Key West, in partnership with the Monroe County School District, Monroe County, Florida Keys Aqueduct Authority, Keys Energy Services, Florida Keys Heritage Trail, federal military partners and other local stakeholders will use the requested funding and local match to undertake the development of high quality "Key West Bicycle and Pedestrian Master Plan." This project will significantly enhance mobility, reduce traffic congestion, improve safety and contribute to the economic health, vibrancy and well being of the City of Key West, and the Southeast Florida region as a whole.

This project will be undertaken by Consortium members and is supportive of U.S. HUD's Sustainable Communities Regional Planning Grant program. We are delighted to support this project as it will significantly advance the work of the Southeast Florida Regional Partnership and the federal partnership's livability principles.

We respectfully request your support. Thank you in advance for your time and consideration.

Sincerely yours,

Isabel Cosio Carballo
South Florida Regional Planning Council, Director of Public Affairs
Southeast Florida Regional Partnership Regional Coordinator
U.S. HUD Designated Sustainable Communities Contact

Appendix E2:



April 25, 2014

To Whom It May Concern:

Subject: LETTER OF SUPPORT
City of Key West TIGER Planning Grant
Bicycle and Pedestrian Master Plan

The Southeast Florida Regional Climate Change Compact was executed by Broward, Miami-Dade, Monroe, and Palm Beach Counties in January 2010 to coordinate climate change mitigation and adaptation activities across county lines. The City of Key West became an official steering committee partner in 2012 as the municipal representative for Monroe County, although its staff has been with us since inception.

The Compact represents a new form of regional climate governance designed to allow local governments to set the agenda for adaptation while providing an efficient means for state and federal agencies to engage with technical assistance and support.

I am writing in support of the City of Key West's TIGER Discretionary Grant, Planning Grant application for a Bicycle and Pedestrian Master Plan. The City of Key West's Bicycle and Pedestrian Master Plan will fulfill the following items from the Regional Climate Action Plan:

SP-20: Require that new development and redevelopment in areas with existing and planned multimodal corridors that connect urban and other centers in the region be planned and designed to support walking, biking and transit use.

SP-27: Complete, expand and connect networks of bicycle and pedestrian facilities, including supporting access to transit.

- a. Prioritize implementation of planned bicycle and pedestrian networks. Improve overall coordination of local and regional agency planning and implementation efforts. Evaluate whether these facilities are connected regionally and on a local scale to major employment, education, and recreation centers.
- c. Work regionally to improve safety for pedestrians and bicyclists
- e. Develop policies to increase designated bike parking facilities at office and retail developments.

SP-31: Provide seamless transitions to increase the use of low carbon modes for the movement of people and freight in the region.

- b. Implement seamless regional transit fare and transfer media (traditional or virtual) across transit services in the region while improving walking and biking access to transit.

- c. Develop planning strategies to address planning for the “First and Last Mile” of transit trips, which act as barriers for commuters who could potentially take transit but whose starting point or final destination cannot be conveniently accessed from the nearest transit stop/station due to distance, terrain (street patterns), or real or perceived safety issues (traffic, crime).
- e. Incorporate climate adaptation strategies and GHG emissions inventories into Seaport and Airport Master Plans and Regional Freight Plans. Plans should address the critical last mile to and from major seaports and airports in part by providing comprehensive plan land use designations, policies, and standards that protect that function of roadway segments connecting seaports and airports (hubs) to corridors, such as interstates.

SP-32: Use and expand Transportation Demand Management (TDM) strategies, which reduce peak hour and single-occupant vehicle travel.

- b. Car and Bike Sharing Programs - Work with companies providing these services and strategic partners (universities, municipalities, large employers, etc.) to establish zip car, bike sharing and personal vehicle sharing programs.
- c. Employee Benefits – Encourage sharing of information on and use of employee benefits that support use of walking, biking and transit modes for work commutes (e.g., pre-tax benefits and Emergency Ride Home program).
- d. Commute Trip Reduction Programs - Local governments should promote participation in programs such as the EPA Commuter Choice Program and explore the adoption of commute trip reduction ordinances.

PO-9: Develop strategies to promote fuel efficient driving habits, including anti-idling practices, and to raise awareness of rules and safety practices for sharing the road with bicyclists and pedestrians.

The final plan, including policy recommendations, multi-modal benefits summary, and lessons learned by the City of Key West will be shared amongst Compact partners, thereby increasing the efficacy of the US DOT's investment. Should you have any questions related to the Compact and our support of this grant application, please don't hesitate to contact me at 541.525.1604 or by e-mail at sadams@iscvt.org

Sincerely,



Steve Adams, Staff to the Compact Staff Steering Committee
Senior Advisor - Climate Adaptation, Institute for Sustainable Communities

cc: Compact Staff Steering Committee

Appendix E3:

JOE GARCIA
20th District, Florida

THE CLAYTON BOSS OFFICE BUILDING
WASHINGTON, DC 20515
(202) 226-4770

Congress of the United States
House of Representatives
Washington, DC 20515-0926

April 28, 2014

United States Department of Transportation

To Whom it May Concern,

I am writing in support of the City of Key West's TIGER Discretionary Grant, Planning Grant application for a Bicycle and Pedestrian Master Plan. The City of Key West has long been at the forefront of progressive efforts to reduce greenhouse gases in their community and on a regional scale, and the implementation of this project will help Key West continue to improve our sustainability.

The City of Key West has been an active member of both the Southeast Florida Prosperity Planning process through Seven50 and the Southeast Florida Regional Climate Compact, emphasizing peer sharing and economies of scale to advance meaningful change.

The award of this Planning grant to the City of Key West will not only help the residents of our Southernmost city, but also help educate and inspire the millions of tourists that visit our island.

Thank you for your time and fair review of this application.

Sincerely,



Joe Garcia
Member of Congress
Florida-26

Appendix E4:

<p>Mission: To protect, promote & improve the health of all people in Florida through integrated state, county & community efforts.</p>	 <p>Vision: To be the Healthiest State in the Nation</p>	<p>Rick Scott Governor</p> <p>John H. Armstrong, MD, FACS State Surgeon General & Secretary</p>			
<hr/>					
<p>April 24, 2014</p>					
<p>To Whom It May Concern:</p>					
<p>Subject: LETTER OF SUPPORT City of Key West TIGER Planning Grant Bicycle and Pedestrian Master Plan</p>					
<p>On behalf of the Florida Department of Health in Monroe County (FDOH-Monroe), I am writing in support of the City of Key West's TIGER Discretionary Grant, Planning Grant application for a Bicycle and Pedestrian Master Plan.</p>					
<p>Throughout 2013, our agency has actively partnered with the City of Key West using the Protocol for Assessing Community Excellence in Environmental Health (PACE-EH) to assist the Key West community. In a comprehensive community survey, our agency has helped determine community-identified environmental health problems that exist in a portion of Key West and we have helped tackle some of these problems by partnering with stakeholders.</p>					
<p>Two of the issues identified by this survey include lack of sidewalks and unsafe roadways. Based on Florida CHARTS (Community Health Assessment Resource Tool Set), there is a significantly higher rate of residents who walk or ride a bicycle to work in Key West as compared to the state rate. The percentage of individuals who walk to work in Key West is 5.6% versus the state average, which is 1.56%. The percentage of individuals in Key West that ride their bicycle to work is an astounding 14.0%, whereas the state average is just 0.64%. Furthermore, based on the National Highway Transportation Association's report released on April 2013, Florida has the highest death rate due to bicycle accidents. Therefore, with the significantly higher rate of Key West residents who walk and ride their bicycles to work, it is crucial that residents and visitors are assured the safest environment to travel to their destinations.</p>					
<p>There are a number of factors that contribute to unsafe environments related to walking and biking as a means of transportation. Some of the environments that are frequented by bicyclists are hazardous and some residents admit to avoiding to use their bicycles as a means of transportation due to the unsafe road conditions in Key West. The benefits of having a bicycle and pedestrian master plan would not only decrease the incident of injuries and fatalities, but it would also promote better health. By providing a plan to mitigate the general risks associated with walking and biking, we not only will promote an emissions-free method of travel, but this can also be a fun way to stay in shape that will contribute to a better and healthier population of Key West.</p>					
<p>Thank you for considering the City of Key West for the TIGER Discretionary Grant.</p>					
<p>Sincerely,</p>					
					
<p>Alison Morales Kerr, MPH Health Educator Consultant Florida Department of Health in Monroe County</p>					
<hr/> <table border="0"><tr><td data-bbox="332 1774 711 1858"><p>Florida Department of Health Monroe County Health Department 1100 Simonton Street • Key West, FL 33040 PHONE: 305/293-7500 • FAX: 305/800-5629</p></td><td data-bbox="711 1774 1008 1858"></td><td data-bbox="1008 1774 1421 1858"><p>www.FloridasHealth.com TWITTER: HealthyFLA FACEBOOK: FLDepartmentofHealth YOUTUBE: fdoh</p></td></tr></table>			<p>Florida Department of Health Monroe County Health Department 1100 Simonton Street • Key West, FL 33040 PHONE: 305/293-7500 • FAX: 305/800-5629</p>		<p>www.FloridasHealth.com TWITTER: HealthyFLA FACEBOOK: FLDepartmentofHealth YOUTUBE: fdoh</p>
<p>Florida Department of Health Monroe County Health Department 1100 Simonton Street • Key West, FL 33040 PHONE: 305/293-7500 • FAX: 305/800-5629</p>		<p>www.FloridasHealth.com TWITTER: HealthyFLA FACEBOOK: FLDepartmentofHealth YOUTUBE: fdoh</p>			

Appendix E5:

County of Monroe
The Florida Keys



BOARD OF COUNTY COMMISSIONERS

Mayor Sylvia J. Murphy, District 5
Mayor Pro Tem, Danny L. Kolhage, District 1
George Neugent, District 2
Heather Carruthers, District 3
David Rice, District 4

April 25, 2014

To Whom it May Concern:

Subject: LETTER OF SUPPORT
City of Key West TIGER Planning Grant
Bicycle/Pedestrian Master Plan

Monroe County is a 110 mile long, linear county located in the Florida Keys. The City of Key West is our neighbor to the south, and we share a common goal of improving bicycle safety and providing a multi-modal transportation system. The county shares the responsibility for maintaining some of the City's roadway network, and we believe that a coordinated, comprehensive approach to bike/ped planning would benefit both the county and the city.

The US 1 corridor runs the length of the Florida Keys and terminates in Key West. The Overseas Heritage Trail is a state designated trail that traverses the highway and brings almost 2 million visitors a year to our area. The US 1 corridor is also a federal and state designated scenic highway, which is promoted worldwide to invite highway travelers to enjoy our intrinsic resources. Ultimately, most of our tourists make their way down the highway and end their journey in Key West. A Bicycle/Pedestrian Master Plan would help to ensure that visitors and residents alike would have the potential for increased safety and improved quality of life in Key West.

Thank you for your consideration of the City's grant application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Patricia Smith", is written over a light blue circular stamp.

Patricia (Trish) Smith, AICP
Transportation Program Manager
Monroe County Public Works/Engineering
102050 Overseas Highway, 212
Key Largo, FL 33037
(305) 453-8808
Smith-patricia@monroecounty-fl.gov

Appendix F – KW Bike Association

Key West Bicycle Association Bicycle Improvement Projects

Map #	Name	Description	Cost			Safety		
			Low cost: \$	High cost: \$\$\$\$	Political: E=easy M=medium D=difficult	Safety concern: I	Urgent safety concern: !!!	
1	Parking Free Caroline Street	Drivers doors open to bike lane in heavy use block.				M	II	
2	Eaton Street Yield Signs	Placement of high visibility yield signs in the middle of the street where Eaton intersects with Margaret, William and Elizabeth Streets.	\$			E	II	
3	Trumbo Connection	Bike path from White street, behind school board property to Trumbo road. (inbound cyclists would make a right on White at Eaton then turn left onto school board property exiting Trumbo road.)	\$	\$		E	I	
4	Elgin Lane Curb Cut	Curb Cut at Elgin lane and White Street. (Would enable cyclists to ride off of the White street sidewalk and head west on Elgin lane).	\$			E	I	
5	Fleming Curb Cut	Curb Cut at Fleming street and White Street. (Would enable cyclists to ride straight onto the sidewalk at the end of Fleming street)	\$			E	I	
6	Windsor Cemetery Gate	Open Cemetery gate at the end of Windsor lane to bike traffic. (Would enable cyclists to enter the cemetery at the existing entrance or at the end of William street)	\$			M	C	
7	Grimnell Cemetery Gates	Open Cemetery North South along Grimnell street. (This would create a path going across the cemetery from north to south)	\$			D	C	
8	Reverse Angela	Revert Angela street to its original easterly direction	\$			M	II	
9	Connect Angela	Connect Angela to Angela through navy park. (reopen the cemetery/park on white street to through pedestrian/bike traffic.)	\$			M	C	
10	Intersection Shades	Shade structure for cyclists/pedestrians at Palm/North Roosevelt intersection where traffic lights are long.	\$	\$		E	C	
11	Parking Free Flagler	No parking bike lane from Bertha to 9 th street. (eliminate on street parking and create a bike lane from the high school to 9 th street, all houses on this stretch have off street parking)	\$			M	III	
12	Winn Dixie Access	10 th street to Winn Dixie shopping Plaza. (Construct a well-lit and landscaped access point at end of 10 street into the Overseas shopping center. Similar to the staples avenue bridge).	\$	\$		M	I	
13	Kmart to Sears Path	Reopen Kmart to Sears ball field path. (Connect the Kmart shopping Center to the Sears shopping center with a small path through the existing baseball fields).	\$			E	I	

Key West Bicycle Association Bicycle Improvement Projects (Page 2)

Map #	Name	Description	Low cost: \$ High cost \$\$\$\$\$		
			Political E=easy M=medium D=difficult	Safety concern I	Urgent safety concern III
14	17 th Street / Duck Ave Bridge & Path	Path and bridge connecting north and south 17 th street through Duck Ave Housing. (Install a bridge from 17 th street to the city owned property on Duck Avenue so residents from Duck and Eagle ave could easily access the adjacent shopping areas.)	\$\$\$	M	I
15	Triangle Bridges	Pedestrian/Bicycle bridge over Triangle area.	\$\$\$\$	E	III
16	East Flagler Curb Cut	Curb cut at the end of E. Flagler Ave. on south side. (east bound cyclists on Flagler would be able to go straight directly onto the sidewalk.)	\$	E	I
17	East Salt Ponds Greenway	Govt. Road to Salt ponds bike path. (a series of paths and bridges connecting the residents living in the salt pond neighborhood to Govt road)	\$\$\$	M	II
18	Patterson Ave Bike Bridge	A bicycle bridge for cyclists on Patterson Avenue to conveniently access the adjacent shopping areas – Similar to Staples	\$\$	M	I
19	McCoy/Anthony Greenway	McCoy/Anthony Green-way along Staples, Voughnister and Eagle. (a bicycle commuter corridor would be created without any stops and only local automobile access)	\$	M	III
20	Reverse Angle Parking	Reverse Angle parking on Flenning and Southard streets. (Would eliminate the now dangerous bike lanes on Flenning and Southard streets while keeping most resident parking spaces.)	\$	M	II
21	College Road Bike Lane	Bike Lane Signage and Road Markings	\$	E	I
22	West Salt Ponds Greenway	Government road to Smathers beach path and bridge. (Reopen the former path from government road to Smathers beach. A bridge would be needed).	\$\$	M	C
23	James Bike Path Wayfinding	Bike route sign at Eaton / Francis pointing cyclists north to James street.	\$	E	II
24	Key West Bight Marina	Curb cut at Key West bight marina and widen sidewalk alongside parking lot. (Curb cut would allow cyclists to see right turning automobiles, a wider sidewalk is needed for safe passing)	\$	E	II

G – Plan Resources

Existing available supporting documents include, but are not limited to:

- Draft Bicycle Master Plan (2009)
- Comprehensive Plan (2013)
- ADA Transition Plan (2004)
- FY14 Capital Improvement Plan
- Multi-Modal Transportation Study Stock Island/City of Key West (2009)
- Key West Bike Lane Extension (2012)
- Climate Action Plan (2009)
- Sidewalk Action Plan (name/date?)
- A Plan for the Environmental Stewardship of Key West (2008)
- City of Key West Carrying Capacity Traffic Study (2011)
- Spreadsheet of all Public Parks and Recreation Facilities (2012)
- Bicycle and pedestrian accident data for past five years.

Outside sources for incorporation include, but are not limited to:

- Overseas Heritage Trail Master Plan
- FDOT Street Plans
- County Street Plans
- FDOT/County bike ped counts for the Keys.
- Bike Friendly Community application/guidelines
- Walk Friendly Community application/guidelines
- Florida Green Local Government Designation Standard Reference Guide
- LEED for Neighborhoods
- Santa Barbara Car Free Campaign

Possible Funding Mechanisms to consider include, but are not limited to:

- Safe routes to schools
- Local Transportation Mitigation Fund
- Ann Arbor's millage strategy
- Los Angeles Point of Sale mechanism